DOMINION OF CANADA

REPORT

OF THE

DEPARTMENT OF TRADE AND COMMERCE

FOR THE

FISCAL YEAR ENDED MARCH 31

1912

PART V

GRAIN STATISTICS

INCLUDING THE CROP YEAR ENDED AUGUST 31, 1912, AND THE SEASON OF NAVIGATION ENDED DECEMBER 17, 1912

PRINTED BY ORDER OF PARLIAMENT

OTTAWA

PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1913

[No. 10*d*—1912.]

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PART V.

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SESSIONAL PAPER No. 10d

INSPECTION AND WEIGHING OF GRAIN UNDER PROVISIONS OF CHAP. 85, REVISED STATUTES OF CANADA, 1906, AND AMENDMENTS THERETO.

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected on same for the Fiscal Year ended March 31, 1912.

GRADES.	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peterborough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat, Spring—							
Manitoba Hard No. 1						5,375	5,375
Northern—							
No. 1 Hard W. Fife						1,075	1,075
No. 1 Northern						7,831,375	7,831,375
No. 2						23,877,900	23,877,900
No. 3						30,684,800	30,684,800
Spring—							
Rejected			1,000		1,000	4,187,125	4,188,125
Rejected No. 1						677,250	677,250
Rejected No. 2						734,225	734,225
No grade						12,970,950	12,970,950
Condemned						251,550	251,550
Goose—							
No. 1						2,150	2,150
No. 2		2,000	667		2,667		2,667
No. 3			667		667		667
Rejected			1,000		1,000		1,000
Commercial grades—							
No. 4						19,016,750	19,016,750
No. 5						9,592,225	9,592,225
No. 6						11,031,650	11,031,650
Feed						6,929,450	6,929,450
No grade		892			892		892
No established grade						4,300	4,300
Total Spring wheat		2,892	3,334		6,226	127,798,150	127,804,376
Wheat, winter—							
Red Winter—							
No. 2	3,020	9,125	271,496	14,598	298,239		298,239
No. 3	2,000				2,000		2,000
Rejected			3,530		3,530		3,530
Commercial grade							
No. 1		1,075	6,145		7,220		7,220
American Red Winter—							
No. 2				86,000	86,000		86,000
American Hard Winter							
No. 2				144,000	144,000		144,000
White Winter—							
No. 1	8,000		3,020		11,020		11,020
No. 2	36,099	116,176	431,695	33,759	617,729		617,729
No. 3	4,054	1,000	2,000		7,054		7,054
No grade			1,020		1,020		1,020
Rejected			3,735		3,735		3,735
Commercial grade							
No. 1 White		11,459	19,120		30,579		30,579
Mixed Winter—							
No. 2	9,000	77,716	732,328	2,333	821,377	1,075	822,452
No. 3		3,700	2,000		5,700		5,700
No grade		3,137	1,080		4,217		4,217
Rejected			6,685		6,685		6,685
Commercial grade—							
No. 1 Mixed		5,235	25,059		30,294		30,294

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, &c.—*Continued.*

GRADES.	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total.
	Kingston.	Peterborough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat, Winter—Con.							
Alberta Red Winter—							
No. 1	.....	.....	.....	.....	.....	78,475	78,475
No. 2	.....	.....	.....	.....	.....	497,725	497,725
No. 3	.....	.....	.....	.....	.....	1,412,550	1,412,550
Alberta White Winter—							
No. 1	.....	.....	.....	.....	.....	1,075	1,075
No. 2	.....	.....	.....	.....	.....	7,525	7,525
No. 3	.....	.....	.....	.....	.....	19,350	19,350
No. 4	.....	.....	.....	.....	.....	4,300	4,300
Rejected No. 1	.....	.....	.....	.....	.....	18,275	18,275
Rejected No. 2	.....	.....	.....	.....	.....	16,125	16,125
Rejected	.....	.....	.....	.....	.....	17,200	17,200
No grade	.....	.....	.....	.....	.....	126,850	126,850
Commercial grades—							
No. 4	.....	.....	.....	.....	.....	864,300	864,300
No. 5	.....	.....	.....	.....	.....	475,150	475,150
Total winter wheat..	62,173	228,623	1,508,913	280,690	2,080,399	3,539,975	5,620,374
Grand total, wheat..	62,173	231,515	1,512,247	280,690	2,086,625	131,338,125	133,424,750
Indian Corn—							
American—							
No. 2	.....	.....	14,985	5,112,289	5,127,274	.....	5,127,274
No. 3	1,100	.....	12,272	74,353	87,725	.....	87,725
Rejected	1,200	.....	2,140	43,292	46,632	.....	46,632
Total Indian corn....	2,300	.....	29,397	5,229,934	5,261,631	.....	5,261,631
Oats—							
No. 1	1,800	.....	9,845	1,423	13,068	.....	13,068
No. 2	10,994	.....	303,246	71,493	385,733	.....	385,733
No. 3	.....	.....	151,007	101,432	252,439	.....	252,439
No. 4	.....	.....	1,325	37,348	38,673	.....	38,673
No Grade	.....	68,500	1,325	76,270	146,095	.....	146,095
Rejected	.....	.....	32,163	2,095	34,258	.....	34,258
Total, Eastern Div'n..	12,794	68,500	498,911	290,061	870,266	.....	870,266
Canadian Western—							
No. 1, extra	.....	.....	.....	.....	.....	.....	.....
No. 1	.....	.....	.....	.....	.....	431,300	431,300
No. 2	.....	.....	.....	.....	.....	15,878,300	15,878,300
No. 3	.....	.....	.....	.....	.....	3,775,300	3,775,300
No. 2 black	.....	.....	.....	.....	.....	5,700	5,700
No. 2 mixed	.....	.....	.....	.....	.....	60,800	60,800
Feed extra No. 1	.....	.....	.....	.....	.....	9,862,900	9,862,900
Feed No. 1	.....	.....	.....	.....	.....	7,079,400	7,079,400
Feed No. 2	.....	.....	.....	.....	.....	2,196,400	2,196,400
Rejected C.W	.....	.....	.....	.....	.....	1,092,500	1,092,500
No grade	.....	.....	.....	.....	.....	3,839,900	3,839,900
Condemned	.....	.....	.....	.....	.....	66,500	66,500
Total oats	12,794	68,500	498,911	290,061	870,266	44,289,000	45,159,266

No. 1.—STATEMENT showing Quantity of Wheat and other Grain inspected and Fees collected, &c.—*Continued.*

GRADES.	EASTERN INSPECTION DIVISION.					Western Inspection Division.	Grand Total
	Kingston.	Peterborough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Buckwheat—							
No. 2	5,744	37,554	36,189	76,056	155,543	.....	155,543
No. 3	.....	.....	2,433	6,175	8,608	.....	8,608
No grade	1,300	.....	.....	13,512	14,812	.....	14,812
Total buckwheat	7,044	37,554	38,622	95,743	178,963	.....	178,963
Barley—							
No. 2	.....	.....	7,083	1,655	8,738	.....	8,738
No. 3, extra	1,400	15,905	142,975	4,460	164,740	15,600	180,340
No. 3	14,276	10,147	204,888	2,667	231,978	3,307,200	3,539,178
No. 4	2,650	.....	5,638	3,481	11,769	1,375,200	1,386,969
Feed	.....	.....	.....	.....	.....	270,000	270,000
Rejected	.....	.....	16,042	.....	16,042	302,400	318,442
No grade	1,200	.....	.....	.....	1,200	190,800	192,000
Condemned	.....	.....	.....	900	900	2,400	3,300
Total barley	19,526	26,052	376,626	13,163	435,367	5,463,600	5,898,967
Rye—							
No. 1	.....	.....	.....	.....	.....	1,200	1,200
No. 2	1,000	3,962	9,661	.....	14,623	28,800	43,423
No. 3	.....	.....	617	.....	617	.....	617
Rejected	.....	.....	1,070	.....	1,070	3,600	4,670
No grade	.....	.....	.....	.....	.....	6,000	6,000
Total rye	1,000	3,962	11,348	.....	16,310	39,600	55,910
Flaxseed—							
No. 1, N.W	.....	.....	.....	.....	.....	1,195,000	1,195,000
No. 1, M	.....	.....	.....	.....	.....	1,409,000	1,409,000
No grade	.....	.....	.....	.....	.....	195,000	195,000
Rejected	.....	.....	.....	.....	.....	1,044,000	1,044,000
Condemned	.....	.....	.....	.....	.....	91,000	91,000
Total flaxseed	.....	.....	.....	.....	.....	3,934,000	3,934,000
Peas—							
No. 1	.....	.....	25,062	.....	25,062	.....	25,062
No. 2	.....	.....	64,492	24,349	88,841	.....	88,841
No. 3	.....	.....	2,345	560	2,905	.....	2,905
Rejected	.....	.....	2,850	.....	2,850	.....	2,850
Total peas	.....	.....	94,749	24,909	119,658	.....	119,658

No. 1.—Statement showing Quantity of Wheat and other Grain inspected and Fees collected, &c.—*Concluded.*

RECAPITULATION.

——	Eastern Inspection Division.					Western Inspection Division.	Grand Total.
	Kingston.	Peterborough.	Toronto.	Montreal.	Total.		
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	62,173	231,515	1,512,247	280,690	2,086,625	131,338,125	133,424,750
Corn	2,300	.....	29,397	5,229,934	5,261,631	.....	5,261,631
Oats	12,794	68,500	498,911	290,061	870,266	44,289,000	45,159,266
Buckwheat	7,044	37,554	38,622	95,743	178,963	.....	178,963
Barley	19,526	26,052	376,626	13,163	435,367	5,463,600	5,898,967
Rye	1,000	3,962	11,348	.....	16,310	39,600	55,910
Flaxseed	.....	.....	.....	.....	.....	3,934,000	3,934,000
Peas	.....	.....	94,749	24,909	119,658	.....	119,658
Total grain, 1911-12	104,837	367,583	2,561,900	5,934,500	8,968,820	185,064,325	194,033,145
1893–94	427,069	.....	1,539,232	23,893,307	25,859,608	12,465,583	38,325,191
1894–95	484,154	.....	1,955,175	13,462,241	15,901,570	12,407,190	28,308,760
1895–96	329,866	.....*M*	1,412,876	6,361,543	8,104,195	29,416,181	37,520,376
1896–97	504,595	.....	3,933,995	18,916,013	23,354,603	21,175,495	44,530,098
1897–98	763,278	.....	3,392,167	36,112,140	40,267,685	19,592,994	59,860,679
1898–99	1,372,731	.....	4,354,863	34,018,327	39,745,921	22,275,937	62,021,858
1899–00	.....	1,521,888	4,220,711	22,534,007	28,276,606	21,921,579	50,198,185
1900–01	.....	2,502,782	9,403,867	24,289,290	36,195,939	10,178,257	46,374,196
1901–02	1,077,132	712,544	8,641,931	8,201,039	18,632,646	35,122,532	53,755,178
1902–03	1,425,091	1,215,600	11,875,805	10,548,407	25,064,903	36,943,832	62,008,735
1903–04	1,645,864	3,646,759	7,714,452	9,846,777	22,853,852	39,999,752	62,853,604
1904–05	760,982	1,990,368	2,873,901	9,922,001	15,547,252	44,404,460	59,951,712
1905–06	542,013	610,092	5,017,593	6,707,687	12,877,385	70,414,030	83,291,415
1906–07 (9 mos.)	332,767	762,007	5,038,664	3,848,329	9,981,767	57,840,130	67,821,897
1907–08	276,811	1,034,390	2,811,794	5,643,351	9,766,346	98,152,640	107,918,986
1908–09	153,246	1,307,354	6,957,651	3,722,797	12,141,048	101,715,150	113,856,198
1909–10	119,621	602,026	2,117,814	2,445,240	5,284,701	120,314,160	125,598,861
1910–11	153,652	495,363	2,304,646	4,301,306	7,254,967	118,206,390	125,461,357

SESSIONAL PAPER No. 10d

No. 1.—Inspection Fees Accrued.

——	Eastern Inspection Division.					Western Inspection Division.	Grand Total.
	Kingston.	Peterborough.	Toronto.	Montreal.	Total.		
	$ cts.	cts.$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1893–94	274 65		2,905 63	10,687 35	13,867 63	13,705 40	27,573 03
1894–95	280 10		2,365,00	7,314 25	9,959 35	13,214 50	23,173 85
1895–96	208 50		2,423 07	3,317 45	5,949 02	22,269 30	28,218 32
1896–97	277 70		3,008 07	9,937 45	13,223 22	21,101 05	34,324 27
1897–98	342 75		3,750 40	14,780 22	18,873 37	18,585 40	37,458 77
1898–99	295 60		4,654 80	12,018 40	16,968 80	17,515 50	34,484 30
1899–00		638 30	4,553 40	9,579 38	14,771 08	14,630 55	29,401 63
1900–01		1,200 80	7,250 70	12,338 20	20,789 70	6,381 20	27,170 90
1901–02	570 37	343 80	4,019 58	4,035 45	8,969 20	21,516 80	30,486 00
1902–03	721 86	533 55	4,939 70	4,794 80	10,989 91	44,762 66	55,752 57
1903–04	732 99	1,219 60	3,111 68	4,557 40	9,621 67	31,209 90	40,831 57
1904–05	369 07	680 70	1,321 51	4,803 95	7,175 23	32,643 90	39,819 13
1905–06	256 82	240 75	2,478 28	3,214 74	6,190 59	56,222 39	62,412 98
1906–07 (9 mos.)	166 80	275 60	2,384 77	1,785 65	4,612 82	39,372 60	43,985 42
1907–08	131 63	384 40	1,335 55	2,714 40	4,565 98	70,218 30	74,784 28
1908–09	69 30	425 40	3,324 70	1,786 80	5,606 20	77,343 37	82,949 57
1909–10	95 84	287 20	1,045 86	1,184 00	2,612 90	94,154 15	96,767 05
1910–11	74 85	219 50	1,140 72	1,876 20	3,526 57	94,775 10	98,301 67
			Quebec...	1 50			
			St. John..	213 80			
1911–12	51 27	229 00	1,459 26	2,950 70	4,690 23	77,002 50	81,692 73

No. 1.—Different Kinds of Grain Inspected for the following Fiscal Years.

	Wheat.	Indian Corn.	Oats.	Buckwheat.	Barley.	Speltz.	Rye.	Flaxseed.	Peas.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Totals, 1893-4	17,010,290	2,483,100	13,278,829	819,154	821,545		421,007		3,491,266	38,325,191
" 1894-95	14,180,433	6,521,585	3,765,347	547,808	506,673		78,764		2,708,150	28,308,760
" 1895-96	28,215,715	2,267,757	3,896,646	747,804	978,663		20,978		1,392,813	37,520,376
" 1896-97	21,357,641	5,886,296	9,808,023	711,460	835,181		515,111		5,416,383	44,530,098
" 1897-98	25,489,146	15,392,432	13,403,220	765,366	338,279		1,543,722	714	2,927,800	59,860,679
" 1898-99	27,147,163	17,850,014	12,956,264	321,700	257,185		578,459		2,911,073	62,021,858
" 1899-00	23,231,690	10,643,478	9,703,850	381,223	2,746,106		593,842	42,500	2,855,496	50,198,185
" 1900-01	17,665,455	11,397,689	11,253,367	479,668	1,775,583		713,741	24,285	3,064,408	46,374,196
" 1901-02	37,629,593	1,986,380	9,244,485	542,254	1,131,027		620,891	95,000	2,505,548	53,755,178
" 1902-03	39,916,373	2,560,661	14,230,859	472,568	1,947,889	7,083	1,248,428	426,536	1,198,338	62,008,735
" 1903-04	38,685,340	5,091,043	14,045,434	615,902	2,345,992	2,375	255,557	606,507	1,205,454	62,853,604
" 1904-05	41,166,589	5,970,674	9,630,038	741,041	1,548,828	1,000	55,592	306,000	531,950	59,951,712
" 1905-06	64,437,497	2,875,819	11,315,864	871,755	2,679,585	1,000	46,971	494,000	568,924	83,291,415
" 1906-07 (9 mos.)	48,363,803	2,510,919	12,339,587	702,071	2,837,948	1,200	49,563	602,000	414,806	67,821,897
" 1907-08	74,845,121	4,227,324	21,930,729	651,482	4,017,953	1,000	36,351	1,616,000	592,723	107,918,986
" 1908-09	80,878,603	276,853	23,578,573	883,256	5,013,150		313,589	2,118,000	794,174	113,856,198
" 1909-10	85,388,862	415,950	29,975,608	1,460,351	4,503,536		111,599	3,509,000	233,955	125,598,861
" 1910-11	86,967,725	3,211,938	27,725,441	691,391	3,148,683		110,696	3,463,000	142,483	125,461,357
" 1911-12	133,424,750	5,261,631	45,159,266	178,963	5,898,967		55,910	3,934,000	119,658	194,033,145

No. 2.—STATEMENT showing Quantity of the Various kinds of Grain Weighed in the Western and Eastern Inspection Divisions for the Fiscal Years hereinafter enumerated.

TOTAL GRAIN WEIGHED.—WESTERN INSPECTION DIVISION.

Districts.	Wheat.	Indian Corn.	Oats.	Screenings.	Barley.	Speltz.	Rye.	Flaxseed.	Peas.	Totals.	Weighing Fees.
											$ cts.
Manitoba Inspection Division—											
1901 02	26,178,764		372,455		16,152					26,567,371	
1902 03	38,392,671		916,927		89,156			43,821		39,442,575	25,360 30
1903 04	64,787,591		2,693,475		477,501	726		686,423		68,645,716	18,250 70
1904 05	72,376,570		3,828,069		554,878	694		611,322		77,371,533	19,777 05
1905 06	116,793,199		10,641,142		2,206,837	914	2,000	903,863		130,547,955	33,624 90
1906 07 (9 mos.)	73,941,175		18,396,549		3,417,965		6,783	1,279,181		97,041,653	23,067 60
1907 08	46,979,713		10,705,100	27,321	1,353,656			640,689		59,706,479	41,979 75
1908 09	53,607,060		11,229,213	93,281	2,140,263			1,431,651		68,501,468	44,707 25
1909 10	55,901,512		15,967,192	157,983	2,354,202		4,165	3,075,615		77,460,669	54,783 90
1910 11	57,258,113		16,276,582	224,284	1,598,432		1,586	3,087,591		78,446,588	57,235 30
1911 12	74,537,561		21,511,000	232,614	2,292,586		3,964	1,233,333		99,811,058	79,611 90

TOTAL GRAIN WEIGHED.- EASTERN INSPECTION DIVISION.

Eastern Inspection Division—											
Goderich	3,422,722		3,127,058		224,513			224,600		6,998,893	1,804,50
Goderich Western Can. Flour Mills Co.	67,631		24,530							92,161	27 00
Midland	527,176	639,549	2,664,768		80,003					3,911,496	880 50
Owen Sound	1,134,286	49,000	1,233,611		167,822					2,584,719	639 60
Point Edward	868,505		867,711		11,436			60,244		1,807,896	462 30
Peterborough	3,149		70,995							74,144	16 20
Victoria Harbour	821,614		896,547							1,718,161	390 60
Meaford	165,491	237,335	26,436							429,262	137 10
Montreal			35,563							35,563	49 00
Sudbury	38,683									38,683	10 20
Totals, 1911 12	7,049,257	925,884	8,947,219		483,774			284,844		17,690,978	4,417 00
Totals, 1904 05	5,742,641	18,202	448,455		20,497			32,600		6,262,395	*379 20
Totals, 1905 06	4,009,746	236,599	1,935,152		38,282			139,400		6,359,179	1,818 25
Totals, 1906 07 (9 mos.)	3,094,030	192,732	2,321,501		58,199			219,269		5,885,731	1,589 40
Totals, 1907 08	5,266,102	746,636	4,555,945		191,602			445,876		11,206,161	3,004 19
Totals, 1908 09	7,087,422	435,856	5,859,562		237,050			292,929		13,912,819	3,592 35
Totals, 1909 10	7,486,001	516,254	8,621,082		373,261		25,567	382,761		17,404,926	4,393 11
Totals, 1910 11	7,886,537	934,651	6,791,281		360,431			266,986		16,239,889	4,036 88

MISCELLANEOUS GRAIN STATISTICS.

No. 3.—Statement respecting Grain Elevators in Operation in Western Grain Inspection Division of Canada.

	1905–6.		1906–7.		1907–8.		1908–9.	
	No.	Capacity in Bushels.	No.	Capacity in Bushels.	No.	Capacity in Bushels.	No.	Capacity in Bushels.
Country elevators	1,055	31,560,700	1,212	36,597,200	1,305	39,777,000	1,416	43,037,400
Warehouses	53		52		36		41	
Terminal elevators	10	19,130,000	9	18,625,000	13	18,758,700	12	20,152,700
Totals	1,118	50,690,700	1,273	55,222,200	1,354	58,535,700	1,469	63,190,100

	1909–10.		1910–11.		1911–12.		1912–13.	
	No.	Capacity in Bushels.	No.	Capacity in Bushels.	No.	Capacity in Bushels.	No.	Capacity in Bushels.
Country elevators	1,766	54,460,400	1,866	57,487,300	1,998	62,114,500	2,273	70,923,650
Warehouses	38		32		31		37	
Terminal and milling elevators	16	23,440,700	19	27,440,400	18	27,400,400	23	31,080,000
Totals	1,820	77,901,100	1,917	84,927,700	2,047	89,514,900	2,333	102,003,650

No. 4.—Comparative Statement of Elevators operated under License in the Western Division for the Twelve Years ended August 31, 1913.

Crop Year.	No. of Elevators.	No. of Warehouses.	Totals.	Increase.	Storage Capacity.
					Bushels.
1900–1	426	97	523		18,879,352
1901–2	545	85	630	107	23,099,000
1902–3	740	82	822	192	30,356,400
1903–4	918	64	982	160	41,186,000
1904–5	976	46	1,022	41	46,953,630
1905–6	1,065	53	1,118	96	50,690,700
1906–7	1,221	52	1,273	155	55,222,200
1907–8	1,318	36	1,354	81	58,535,700
1908–9	1,428	41	1,469	115	63,190,100
1909–10	1,782	38	1,820	351	77,901,100
1910 11	1,885	32	1,917	97	84,927,700
1911–12	2,016	31	2,047	130	89,514,900
1912–13	2,296	37	2,333	286	102,003,650

No. 5.—STATEMENT showing lines of Railways on which Elevators and Warehouses are operated, with number and capacity on each, for 1911-12 and 1912-13.

—	1911-12.				1912-13.			
	No. of Elevators.	No. of Warehouses.	Totals.	Capacity.	No. of Elevators.	No. of Warehouses.	Totals.	Capacity.
			No.	Bushels.			No.	Bushels.
C.P.R.—Manitoba	432	5	437	15,113,700	422	5	427	14,800,800
Saskatchewan	614	2	616	18,157,500	721	4	725	21,492,000
Alberta	224	12	236	8,114,000	257	15	272	9,525,500
British Columbia	5	2	7	422,000	6	2	8	497,000
C.N.R.—Manitoba	222	5	227	5,797,800	225	5	230	5,950,350
Saskatchewan	278	3	281	7,716,500	376	2	378	10,566,000
Alberta	35	2	37	1,154,000	40	4	44	1,325,000
G.T.P.—Manitoba	26		26	779,000	25		25	757,000
Saskatchewan	115		115	3,440,000	149		149	4,445,000
Alberta	20		20	595,000	24		24	715,000
G.N.R.—Manitoba	25		25	720,000	26		26	745,000
British Columbia	1		1	65,000	1		1	65,000
C.P.R.—Ontario Terminals and Ontario milling elevators	13		13	15,585,400	18		18	16,515,000
Ontario country elevator	1		1	40,000	1		1	40,000
C.N.R.	4		4	8,565,000	4		4	8,565,000
G.T.P.	1		1	3,250,000	1		1	6,000,000
Totals, Western Divis'n	2,016	31	2,047	89,514,900	2,296	37	2,333	102,003,650
Public elevators in East—								
C.P.R.—Ontario	4		4	4,035,000	4		4	6,300,000
G.T.R.—Ontario	11		11	10,600,000	11		11	11,300,000
C.P.R.—Quebec	3		3	2,500,000	2		2	3,620,900
G.T.R.—Quebec					3		3	2,000,000
C.P.R.—New Brunswick	1		1	1,000,000	1		1	1,000,000
I.C.R.—New Brunswick	1		1	500,000	1		1	500,000
I.C.R.—Nova Scotia	1		1	500,000	1		1	500,000
Total public elevators in East	21		21	19,135,000	23		23	25,220,900
Grand Totals	2,037	31	2,068	108,649,900	2,319	37	2,356	127,224,550

No. 6.—COMPARATIVE STATEMENT of Licenses Issued in the Western Grain Inspection Division for 1903-4, 1904-5, 1905-6, 1906-7, 1907-8, 1908-9, 1909-10, 1910-11, 1911-12 and 1912-13.

Kind of License.	NUMBER OF LICENSES ISSUED.									
	1903–04	1904–05	1905–06	1906–07	1907–08	1908–09	1909–10	1910–11	1911–12	1912–13
Elevators and warehouses	982	1,022	1,118	1,327	1,363	1,495	1,841	1,766	1,972	2,313
Terminals and public elevators						26	31	36	34	43
Space in elevators	58	59	52	32	28	24	12	55	58	4
Commission merchants	36	65	69	72	71	71	76	75	84	90
Track buyers	16	119	121	154	158	140	149	130	123	144
Not licensed								35	26	78
Totals	1,092	1,265	1,360	1,585	1,620	1,756	2,109	2,097	2,297	2,672

No. 7.—STATEMENT showing quantity of each kind of grain handled by the Interior Elevators in the Provinces of Manitoba, Saskatchewan and Alberta with the line of railway on which they are located for Crop Year 1911-12, also totals for 1908-09, 1909-10 and 1910-11. Also quantities shipped over loading platforms and total shipments.

CROP YEAR, 1911 12.	QUANTITY OF GRAIN HANDLED BY ELEVATORS.									
	Wheat.		Oats.		Barley.		Flax.		Total Grain.	
	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.	Receipts.	Shipments.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
C. P. R., Manitoba	19,721,234	19,654,057	9,213,804	9,187,263	2,279,536	2,210,711	238,884	236,921	31,453,458	31,288,952
C. N. R. "	9,942,587	9,905,368	3,540,692	3,528,009	1,147,406	1,137,927	46,176	43,815	14,676,861	14,615,119
G. N. R. "	2,184,912	2,200,426	242,671	241,264	268,804	272,195	35,103	35,670	2,731,430	2,749,555
G. T. P "	1,071,963	1,074,852	167,308	168,362	56,920	57,227	4,937	4,968	1,301,128	1,305,409
Total	32,920,696	32,834,703	13,164,415	13,124,898	3,752,666	3,678,060	325,100	321,374	50,162,877	49,959,035
C. P. R., Saskatchewan	36,141,418	35,947,802	9,338,689	9,215,019	385,738	383,331	3,586,870	3,580,989	49,452,715	49,127,141
C. N. R. "	16,642,842	16,530,723	6,270,119	6,222,563	332,155	323,393	777,605	766,317	24,022,721	23,842,996
G. T. P "	4,924,761	4,937,288	2,437,996	2,432,829	42,996	41,012	140,192	139,939	7,545,945	7,551,068
Total	57,709,021	57,415,813	18,046,804	17,870,411	760,889	747,736	4,504,667	4,487,245	81,021,381	80,521,205
C. P. R., Alberta	12,610,200	12,421,204	9,446,319	9,233,161	527,294	479,387	105,645	105,217	22,689,458	22,238,969
C. N. R. "	1,049,724	1,009,331	1,517,867	1,492,802	143,156	134,519	2,193	2,154	2,712,940	2,638,306
G. T. P "	285,093	281,860	539,551	543,652	12,705	11,353	6,463	6,444	843,812	843,309
Total	13,945,017	13,712,395	11,503,737	11,269,115	683,155	625,259	114,301	113,815	26,246,210	25,720,584
Manitoba	32,920,696	32,834,703	13,164,415	13,124,898	3,752,666	3,678,060	325,100	321,374	50,162,877	49,959,035
Saskatchewan	57,709,021	57,415,813	18,046,804	17,870,411	760,889	747,736	4,504,667	4,487,245	81,021,381	80,521,205
Alberta	13,945,017	13,712,395	11,503,737	11,269,115	683,155	625,259	114,301	113,815	26,246,210	25,720,584
Total crop year, 1911-12	104,574,734	103,962,911	42,714,956	42,264,424	5,196,710	5,051,055	4,944,068	4,922,434	157,430,468	156,200,824
Total crop year, 1908-09	59,043,270	59,134,614	18,952,447	18,884,658	2,378,123	2,382,943	1,776,070	1,769,260	82,149,916	82,171,475

Total crop year, 1909-10	78,105,514	76,887,761	30,561,324	28,346,637	3,366,188	3,199,253	3,051,450	3,032,649	115,084,476	111,466,300
Total crop year, 1910-11	70,368,319	70,913,452	29,044,659	30,069,271	1,479,207	1,589,257	2,600,192	2,588,743	103,492,377	105,160,723

—	Shipped over loading platforms.	Shipped from Elevators.	Total Shipments.
	Bush.	Bush.	Bush.
Wheat	41,974,789	103,962,911	145,937,700
Oats	10,876,676	42,264,424	53,141,100
Barley	1,250,145	5,051,055	6,301,200
Flax	2,309,566	4,922,434	7,232,000
Totals, all grains 1911-12	56,411,176	156,200,824	212,612,000

No. 8.—STATEMENT, showing quantity of each kind of Grain, with totals, received by the Terminal Elevators at Fort William and Port Arthur, for the Undermentioned Crop Years.

WHEAT.

Crop Year ended Aug. 31	1901-2	1902-3	1903-4	1904-5	1905-6	1906-7	1907-8	1908-9	1909-10	1910-11	1911-12
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Fort William—											
C. P. R.	26,625,403	31,168,857	21,461,587	18,456,200	27,099,996	25,578,680	16,280,130	20,553,853	22,411,451	16,364,372	24,835,529
Consolidated						1,734,584	4,679,148	5,720,613	6,009,797	6,687,835	9,916,515
Empire Elevator Co.				3,888,901	11,613,603	14,146,263	5,439,832	7,693,309	7,993,333	5,278,055	11,332,968
Ogilvie Flour Mills Co.				678,446	3,360,570			4,282,260	6,471,432	7,032,132	8,631,482
Western Term'l El. Co.									2,593,537	4,172,238	7,750,607
G. T. Pacific										4,665,998	8,288,302
Black & Muirhead									68,628	732,166	2,045,683
Davidson & Smith									74,345	26,287	100,748
Toral—Ft. William	26,625,403	31,168,857	21,461,587	23,023,547	42,074,169	41,459,527	26,399,110	38,250,035	45,622,523	44,959,083	72,901,834
Port Arthur—											
Port Arthur Elev. Co.	1,691,725	9,131,647	8,558,744	6,839,936	10,588,083	16,108,404	12,778,549	18,325,064	20,919,221	18,438,738	24,322,739
D. Horn & Co.	1,824,408	1,001,970	2,060,296	1,645,134	2,759,276	2,985,764	1,512,213	1,513,633	1,199,202	817,417	1,828,453
Thunder Bay Elev. Co									4,543,634	4,843,329	6,986,452
National Elev. Co.									1,022	1,073,304	2,153,261
Total—Port Arthur	3,516,133	10,133,617	10,619,040	8,485,070	13,347,359	19,094,168	14,290,762	19,838,697	26,663,079	25,172,788	35,290,905
Grand Total	30,141,536	41,302,474	32,080,627	31,508,617	55,421,528	60,553,695	40,689,872	58,088,732	72,285,602	70,131,871	108,192,739

OATS.

Fort William—											
C. P. R.	1,076,720	1,396,982	164,619	561,948	3,268,071	5,432,543	4,142,270	6,160,582	6,441,583	2,297,817	6,004,047
Consolidated						259,989	1,126,263	999,849	2,326,840	1,495,406	2,869,783
Empire Elevator Co.				63,640	1,759,874	3,038,439	2,354,419	2,326,027	3,719,653	1,974,645	3,650,776
Ogilvie Flour Mills Co.				41,170	71,360			1,029,693	1,968,530	524,817	1,883,665
Western Term'l El Co.									847,855	224,746	895,318
G. T. Pacific										2,790,247	3,753,733
Black & Muirhead									111,362	7,628	6,286
Davidson & Smith									119,824	29,495	84,482
Total—Ft. William	1,076,720	1,396,982	164,619	666,758	5,099,305	8,730,971	7,622,952	10,516,151	15,535,647	9,344,801	19,148,090

Port Arthur											
Port Arthur Elev. Co.	27,355	176,879	19,761	86,726	766,364	4,006,746	2,729,215	4,315,729	8,686,796	6,263,018	6,825,582
D. Horn & Co.	133,482	51,762	9,121	79,180	311,584	274,393	305,009	199,526	465,324	131,968	778,522
Thunder Bay Elev. Co	.....	.....	.....	.....	.....	.....	.....	.....	1,792,334	1,781,455	2,041,132
National Elev. Co.	.....	.....	.....	.....	.....	.....	.....	.....	3,415	255,838	666,265
Total—Port Arthur	160,837	228,641	28,882	165,906	1,077,948	4,281,139	3,034,224	4,515,225	10,947,869	8,432,279	10,311,501
Grand Total	1,237,557	1,625,623	193,501	832,664	6,177,253	13,012,110	10,657,176	15,031,406	26,483,516	17,777,080	29,459,591

BARLEY.

Fort William—											
C. P. R.	50,076	139,144	22,511	123,229	340,640	686,126	579,968	721,864	912,234	312,670	916,812
Consolidated	.....	.....	.....	.....	.....	13,714	47,770	55,502	131,538	101,263	137,738
Empire Elevator Co.	.....	.....	.....	13,198	166,376	335,650	136,432	215,786	288,871	116,617	422,274
Ogilvie Flour Mills Co.	.....	.....	.....	.....	37,063	.....	.....	148,231	189,612	30,275	91,916
Western Term'l El. Co.	.....	.....	.....	.....	.....	.....	.....	.....	28,025	9,985	7,387
Black & Muirhead	.....	.....	.....	.....	.....	.....	.....	.....	15,848	19,266	872
G. T. Pacific	.....	.....	.....	.....	.....	.....	.....	.....	3,197	50,891	170,584
Davidson & Smith	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,511
Total—Ft. William	50,076	139,144	22,511	136,427	544,079	1,035,490	764,170	1,141,383	1,569,325	640,967	1,754,094
Port Arthur											
Port Arthur Elev. Co.	1,758	201,577	53,515	101,171	359,754	749,093	1,041,462	1,330,337	1,425,268	689,705	1,180,154
D. Horn & Co.	4,935	8,188	25,399	21,712	90,358	84,606	108,670	26,462	19,588	15,767	81,995
Thunder Bay Elev. Co	.....	.....	.....	.....	.....	.....	.....	.....	286,494	181,359	433,792
National Elev. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,702	32,654
Total—Port Arthur	6,693	209,765	78,914	122,883	450,112	833,699	1,150,132	1,356,799	1,731,350	895,533	1,728,595
Grand Total	56,769	348,909	101,425	259,310	994,191	1,869,189	1,914,302	2,498,182	3,300,675	1,536,500	3,482,689

FLAX.

Fort William—											
C. P. R.	700	.....	14,435	.....	80,812	.....	.....	.....	.....	.....	119
Consolidated	.....	.....	.....	.....	.....	32,239	299,730	518,029	623,683	718,737	914,820
Empire Elevator Co.	.....	.....	.....	23,860	95,984	97,342	147,448	165,700	443,560	319,499	1,071,765
Western Term'l El. Co.	.....	.....	.....	.....	.....	.....	.....	.....	440,898	629,521	1,190,310
Black & Muirhead	.....	.....	.....	.....	.....	.....	.....	.....	.....	24	.....
G. T. Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	32,207	245,236
Davidson & Smith	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,029
Total—Ft. William	700	.....	14,435	23,860	176,796	129,581	447,178	683,729	1,508,141	1,699,988	3,424,309

No. 8.—STATEMENT showing each quantity of each kind of Grain, with totals, received by the Terminal Elevators at Fort William and Port Arthur for the undermentioned Crop Years—*Concluded.*

FLAX—*Concluded.*

Crop Year ended Aug. 31.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09	1909-10.	1910-11.	1911-12
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Port Arthur—											
Port Arthur Elev. Co..		60,098	74,890	3,683	13,969	156,098	197,524	144,528	184,002	165,146	990,315
D. Horn & Co.. .. .	10,026	107,439	372,728	142,218	289,536	510,518	870,999	1,282,418	1,571,060	951,466	1,252,854
Thunder Bay Elev. Co									97,604	58,331	176,419
National Elev. Co.. ..										2,399	110,554
Total—Port Athur.	10,026	167,537	447,618	145,901	303,505	666,616	1,068,523	1,426,946	1,852,666	1,177,342	2,530,142
Grand Total	10,726	167,537	462,053	169,761	480,301	796,197	1,515,701	2,110,675	3,360,807	2,877,330	5,954,451

RYE.

Fort William—											
C. P. R.										497	10,204
Empire Elev. Co..									5,003	33	
Total—Ft. William..									5,003	530	10,204
Port Arthur—											
David Horn & Co...										4,706	
Total—Port Arthur.										4,706	
Grand Total									5,003	5,236	10,204

TOTAL GRAIN

Fort William—											
C. P. R.	27,752,899	32,704,983	21,663,152	19,141,377	30,789,519	31,697,349	21,002,368	27,436,299	29,770,271	18,975,356	31,766,741
Consolidated..						2,040,526	6,152,911	7,293,993	9,091,858	9,003,241	13,838,856
Empire Elev. Co..				3,989,599	13,635,837	17,617,691	8,078,131	10,400,822	12,445,417	7,688,849	16,477,783
Ogilvie Flour Mills Co.				719,616	3,468,993			5,460,184	8,629,574	7,587,224	10,607,063

Western Term'l El. Co.									3,910,315	5,066,490	9,843,622
Black & Muirhead									195,838	759,084	2,052,841
Davidson & Smith									194,169	55,782	193,770
G. T. Pacific									3,197	7,539,343	12,457,855
Total—Ft. William	27,752,899	32,704,983	21,663,152	23,850,592	47,894,349	51,355,569	35,233,410	50,591,298	64,240,639	56,675,369	97,238,531
Port Arthur—											
Port Arthur Elev. Co.	1,720,838	9,570,201	8,706,910	7,031,516	11,728,170	21,020,341	16,746,750	24,115,658	31,215,287	25,556,607	33,318,790
D. Horn & Co	1,972,851	1,169,359	2,467,544	1,888,244	3,450,754	3,855,281	2,796,891	3,022,039	3,255,174	1,921,324	3,941,824
Thunder Bay Elev. Co									6,720,066	6,864,474	9,637,795
National Elev. Co.									4,437	1,340,243	2,962,734
Total—Port Arthur	3,693,689	10,739,560	11,174,454	8,919,760	15,178,924	24,875,622	19,543,641	27,137,697	41,194,964	35,682,648	49,861,143
Grand Total	31,446,588	43,444,543	32,837,606	32,770,352	63,073,273	76,231,191	54,777,051	77,728,995	105,435,603	92,328,017	147,099,674

No. 9.—STATEMENT of Number of Vessels and Cars inspected by Districts, in the Eastern Grain Inspection Division, with the Total Quantities of each kind of Grain and grand totals for the Division, during the Year ended June 30, 1906, nine months ended March 31, 1907, and Years ended March 31, 1908, 1909, 1910, 1911 and 1912.

Year ended March 31, 1912.	Kingston.			Peterborough.			Toronto.			Montreal.			Whole Division.		
	Cars.	Vessels.	Quantity.	Cars.	Vessels.	Quantity.	Cars.	Vessels.	Quantity.	Cars.	Vessels	Quantity.	Cars.	Vessels.	Quantity.
	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.	No.	No.	Bush.
Wheat	22	3	62,173	243		231,515	1,451	3	1,512,247	15	11	280,690	1,731	18	2,086,625
Corn	2		2,300				28		29,397	207	137	5,229,934	237	137	5,261,631
Oats	9		12,794	49		68,500	390		498,911	221		290,061	669		870,266
Barley	15		19,526	22		26,052	306		376,626	13		13,163	356		435,367
Rye	1		1,000	5		3,962	11		11,348				17		16,310
Pease							106		94,749	10	2	24,909	116	2	119,658
Buckwheat	4	1	7,044	34		37,554	33		38,622	48	4	78,835	119	5	162,055
" Re-inspection										19		16,908	19		16,908
Totals, 1911-12	53	4	104,837	353		367,583	2,325	3	2,561,900	533	154	5,934,500	3,264	162	8,968,820
Totals, 1905-6	133	23	542,013	598		610,092	3,137	116	5,017,593	1,297	257	6,707,687	5,165	396	12,877,385
Totals, 1906-7 (9 mos.)	98	13	332,767	574		762,010	2,744	95	5,038,686	975	127	3,848,329	4,391	235	9,981,792
Totals, 1907-1908	42	17	276,811	834		1,034,390	1,612	70	2,811,794	838	192	5,643,351	3,326	279	9,766,346
Totals, 1908-09	114	1	153,246	1,035		1,307,354	4,722	160	6,957,651	557	97	3,722,797	6,428	258	12,141,048
Totals, 1909-10	76	3	119,621	484		602,026	1,644	21	2,117,814	922	50	2,445,240	3,126	74	5,284,701
Totals, 1910-11	103	7	153,652	426		495,363	2,084	14	2,304,646	714	123	4,301,306	3,327	144	7,254,967

STATEMENT No. 10.—Number of Cars and Quantity of each kind of Grain ended August 31, 1912, in the

—		Crop Year 1905.	Crop Year 1906.	Crop Year 1907.	Crop Year 1908.	Percentage per Grade.
		No.	No.	No.	No.	Per cent.
Wheat spring—						
One Hard		176	651	4,008	143	·29
One Northern		3,788	33,687	28,296	6,130	12·43
Two Northern		11,585	13,317	18,268	9,406	19·08
Three Northern		9,293	2,407	2,207	9,378	19·02
Four Extra		2,214	5			
Number Four		3,036	275	474	5,054	10·25
Feed		1,098	4	60	4,207	8·53
Rejected One		631	3,623	5,047	567	1·15
Rejected Two		591	4,363	3,737	348	·71
No Grade		2,279	518	706	2,878	5·84
Rejected		603	2,432	4,641	910	1·85
Condemned		78	35	75	43	·09
No. Five		2,247	1		3,888	7·89
No. Six					2,704	5·48
Feed Two		233			3,641	7·38
Goose Number Three			1	3	2	·01
Hard White Fire				25	3	
No Established Grade						
Screenings		40	9			
Total spring wheat	Cars	37,892	61,328	67,547	49,302	100·00
	Bush	39,786,600	64,394,400	72,275,290	51,767,100	
Wheat, winter—						
One Alberta Red			71	162	72	4·66
Two Alberta Red			12	124	229	14·82
Three Alberta Red			7	80	491	31·78
One white Winter			75	65	10	65
Two White Winter			14	76	13	·84
Three White Winter			6	17	27	1·75
Four White Winter						
One Mixed Winter			24	25	8	·52
Two Mixed Winter			4	10	13	·84
Three Mixed Winter			1	5	5	·32
Rejected One				96	48	3·10
" Two				109	27	1·75
No grade				4	11	·72
Rejected				19	2	·13
Feed					19	1·23
Feed Two					4	·26
No. Four				17	270	17·47
" Five					271	17·54
" Six					25	1·62
Total Winter wheat	Cars		214	809	1,545	100·00
	Bush		224,700	865,630	1,622,250	
Total wheat	Cars	37,892	61,542	68,356	50,847	
	Bush	39,786,600	64,619,100	73,140,920	53,389,350	
Oats—						
Extra Number One		1	47	14	1	·01
Number One Canadian Western		6	856	1,158	102	1·09
Number Two Canadian Western		686	3,295	6,838	1,891	20·30
Number Three Canadian Western		494	864	947	807	8·67
Number Two white						
" Three white						
" One Mixed						
" Two Mixed			161	230	20	·22
" Three Mixed				2		
" One Black						
" Two Black						

inspected over the undermentioned railroads by Provinces for the Crop Year Western Grain Inspection Division.

Crop Year 1909.	Percentage Per Grade.	Crop Year 1910.	Percentage Per Grade.	Crop Year 1911.	Percentage Per Grade.	Crop Year 1912.	Percentage Per Grade.
No.	Per cent.	No.	Per cent.	No.	Per ce nt.	No.	Per cent.
147	22	282	32	11	01	4	2·96
12,594	18·65	33,420	37·99	13,252	16·51	3,909	
17,958	26·61	31,844	36·20	27,326	34·03	19,281	14·60
16,943	25·10	12,252	13·93	21,760	27·10	31,525	23·87
6,531	9·68	2,618	2·98	8,198	10·20	21,793	16·50
657	·98	30	·03	450	·56	8,471	6·43
2,498	3·70	2,324	2·64	1,133	1·42	453	·83
2,482	3·68	1,918	2·18	1,014	1·26	634	
1,517	2·25	484	·55	1,077	1·34	16,401	12·42
1,857	2·75	2,000	2·27	1,065	1·32	4,240	3·21
30	·05	124	·15	75	·09	388	·28
2,920	4,33	479	·54	2,861	3·56	11,306	8·56
1,281	1·90	177	·20	2,075	2·59	13,647	10·34
53	·07						
				2			
17	·02	3	·02		·01	2	
10	·01	18		5		2	
67,495	100·00	87,973	100·00	80,304	100·00	132,056	100·00
70,869,750		93,691,245		86,326,800		141,960,200	
431	14·21	54	4·66	76	6·32	20	·54
783	25·81	301	26·03	470	39·10	211	5 70
721	23·76	379	32·79	353	29·37	1,609	43·49
24	·79	5		1			
54	1·78	3	1·90	7	2·08	2	
51	1·68	5		17		17	·70
		9		4		6	
34	1·12	4					
37	1·22	8	1·22	4	1·16	1	
7	·23	2					
166	5·46	22	1·90	4		20	·94
152	5·01	8	70	2		15	
8	·26	4	·61	5	1·58	148	4·16
5	·17	3		14		6	
342	11·28	220	19·03	162	13·47	1,057	28·57
219	7,22	129	11·16	83	6·92	588	15·90
3·034	100·00	1·156	100·00	1,202	100·00	3,700	100·00
3,185,700		1,231,140		1,292,150		3,977,500	
70,529		89,129		81,506		135,756	
74,055,450		94,922,385		87,618,950		145,937,700	
7	·05			1	2·87	124	·44
515	4·22	1,387	7·55	398			
6,036	49·39	12,755	69·30	7,407	53·40	6,988	24 98
929	7·60	1,549	8·43	1,167	8·41	2,150	7·69
5	·05						
1							
1							
60	·50	66	·36	23		26	·09
					·24		
2	·03	3	·02	4			
2				6			

—		Crop Year 1905.	Crop Year 1906.	Crop Year 1907.	Crop Year 1908.	Percentage per Grade.
		No.	No.	No.	No.	Per cent.
Feed, Extra Number One						
" Number One						
" Number Two						
Rejected		552	285	437	6,037	64·83
No grade		76	242	313	431	4·63
Condemned		9	18	18	23	·25
Total Oats	Cars	1,824	5,768	9,957	9,312	100·00
	Bush.	2,736,000	8,652,000	14,935,500	16,761,600	
Barley.—						
Number Two		3	10	3	14	·64
" Three Extra		8	101	81	9	·41
" Three		89	704	887	562	25·59
" Four		174	408	1,036	871	39·66
Rejected		90	114	229	382	17·39
No grade		26	20	26	117	5·33
Feed					231	10·52
Condemned				1	10	·46
Total Barley	Cars	390	1,357	2,263	2,196	100·00
	Bush.	468,000	1,628,400	2,715,600	2,635,200	

SESSIONAL PAPER No. 10d

Crop. Year 1909.	Percentage Per Grade.	Crop Year 1910.	Percentage Per Grade.	Crop Year 1911.	Percentage Per Grade.	Crop Year 1912.	Percentage Per Grade.
No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	
2,208	18·06	1,209	6·58	2,654	19·14	7,174	25·65
1,311	10·74	502	2·73	1·228	8·86	5,215	18·65
563	4·61	395	2·15	458	3·30	1,610	5·75
254	2·08	412	2·25	449	3·25	861	3·08
304	2·49	104	·57	61	·44	3,623	12,96
22	·18	190	·06	13	·09	198	·71
12,220	100·00	18,392	100·00	13,869	100·00	27,969	100·00
21,996,000	....	34,944,800	...	26,351,100	... .	53,141,100	... .
.....	....	... ..	.....	8	·56		
106	3·55	48	1·24	4		14	·26
1,604	53·77	2,347	60·40	1,327	62·33	2,921	55·62
867	29·06	1,152	29·64	563	26·45	1,365	26·60
251	8·42	293	7·54	169	7·94	350	6·67
77	2·58	29	·75	19	·89	263	5·02
77	2·58	16	·40	38	1·83	331	6·31
1	·04	1	·03	1		7	·12
2,983	100·00	3,886	100·00	2,129	100·00	5,251	100·00
3,579,600	....	4,663,200	.....	2,554,800	.....	6,301,200	.....

		Crop. Year 1905.	Crop Year 1906.	Crop Year 1907.	Crop Year 1908.	Percentage Per Grade.
		No.	No.	No.	No.	Per cent.
Flaxseed—						
Number One N.W. Man		173	456	835	1,085	67·10
" Manitoba		70	29	50	364	22·44
Rejected		27	14	18	154	9·60
No grade		18	3	5	13	·80
Condemned			1		1	·06
Total Flaxseed	Cars	288	503	908	1,617	100·00
	Bush	288,000	503,000	908,000	1,617,000	
Rye—						
Number One			3	20		
" Two			5	2	4	44·45
" Three					1	11·11
No grade					3	33·33
Rejected					1	11·11
Total Rye	Cars		8	22	9	100·00
	Bush		9,600	26,400	10,800	
Spelt—						
Rejected	Cars	2		1	1	
	Bush	2,000		1,200	1,200	

Grain— *Recapitulation.*		1905.	1906.	1907.
Wheat	Cars	37,892	61,542	68,356
	Bush	39,786,600	64,619,100	73,140,920
Oats	Cars	1,824	5,768	9,957
	Bush	2,736,000	8,652,000	14,935,500
Barley	Cars	390	1,357	2,263
	Bush	468,000	1,628,400	2,715,600
Flaxseed	Cars	288	503	908
	Bush	288,000	503,000	908,000
Rye	Cars		8	22
	Bush		9,600	26,400
Speltz	Cars	2		1
	Bush	2,000		1,200
Total Grain	Cars	40,396	69,178	81,507
	Bush	43,280,600	75,412,100	91,727,620

SUMMARY BY

Canadian Pacific Railway	32,238	55,680	62,740
Canadian Pacific Railway, Calgary			
Canadian Northern Railway	8,158	13,498	18,767
Great Northern Railway, Duluth			
Grand Trunk Pacific			
Total	40,396	69,178	81,507

Crop Year 1909.	Percentage Per Grade.	Crop Year 1910.	Percentage Per Grade.	Crop Year 1911.	Percentage Per Grade.	Crop Year 1912.	Percentage Per Grade.
No.	Per cent.	No.	Per cent.	No.	Per cent.	No.	Per cent.
1,863	84·37	3,238	90·68	2,707	84·17	1,181	16·43
207	9·37	231	6·47	374	11·64	2,191	30·47
56	2·54	56	1·57	117	3·64	2,892	40·22
75	3·40	39	1·09	7	·22	313	4·35
7	·32	7	·19	11	·33	613	8·53
2,208	100·00	3,571	100·00	3,216	100·00	7,190	100·00
2,208,000		3,571,000		3,216,000		7,190,000	
9	52·94	18	94·74	2	11·77	1	62 85
7	41·18	1	5·26	15	88·23	21	
						8	37·15
1	5·88					5	
17	100·00	19	100·00	17	100·00	35	100·00
20,400		22,800		19,400		42,000	

1908.	1909.	1910.		1911.		1912.	
50,847	70,529	89,129	77·52	81,506	80·91	135,756	77·05
53,389,350	74,055,450	94,922,385		87,618,950		145,937,700	
9,312	12,220	18,392	15·99	13,869	13·77	27,969	15·87
16,761,600	21,996,000	34,944,800		26,351,100		53,141,100	
2,196	2,983	3,886	3·38	2,129	2·12	5,251	2·98
2,635,200	3,579,600	4,663,200		2,554,800		6,301,200	
1,617	2,208	3,571	3·10	3,216	3·19	7,190	4·08
1,617,000	2,208,000	3,571,000		3,216,000		7,190,000	
9	17	19	·01	17	·01	35	·02
10,800	20,400	22,800		20,400		42,000	
1							
1,200							
63,982	87,957	114,997	100·00	100,737	100·00	176,201	100·00
74,415,150	101,859,450	138,124,185		119,760,250		212,612,000	

RAILROADS.

43,361	55,154	67,728	58·89	57,615	57·22	96,266	54·64
2,666	5,597	4,930	4·29	4,280	4·24	6,524	3·72
16,532	21,851	32,799	28·53	30,675	30·44	53,692	30·48
1,423	3,536	4,089	3·55	1,199	1·20	7,505	4·22
	1,819	5,451	4·74	6,968	6·90	12,214	6·94
63,982	87,957	114,997	100·00	100,737	100·00	176,201	100·00

No. 11.—Total number of Cars inspected at Winnipeg, and other points in the West, with the total quantity of each kind of Grain for the Thirteen years hereinafter enumerated.

Crop Year ending August 31.	Wheat.		Oats.		Barley.		Flax.		Rye	
	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.	Number of Cars.	Quantity.
		Bush.		Bush.		Bush.		Bush.		Bush.
1900	31,637	26,258,710	763	915,600	102	102,000	73	60,590		
1901	14,886	12,355,380	448	537,600	28	28,000	43	35,690		
1902	53,708	45,651,800	3,338	4,005,600	308	308,000	146	131,400		
1903	51,833	51,833,000	2,036	3,054,000	471	565,200	655	655,000		
1904	38,473	40,396,650	1,129	1,693,500	161	193,200	536	536,000		
1905	37,892	39,786,600	1,824	2,736,000	390	468,000	290	290,000		
1906	61,542	64,619,100	5,768	8,652,000	1,357	1,628,100	503	503,000	8	9,600
1907	68,356	73,140,920	9,957	14,935,500	2,263	2,715,600	908	908,000	22	26,400
1908	50,847	53,389,350	9,312	16,761,600	2,196	2,635,200	1,617	1,617,000	10	10,000
1909	70,529	74,055,450	12,220	21,996,000	2,983	3,579,600	2,208	2,208,000	17	20,400
1910	89,129	94,922,385	18,392	34,944,800	3,886	4,663,200	3,571	3,571,000	19	22,800
1911	81,506	87,618,950	13,869	26,351,100	2,129	2,554,800	3,216	3,216,000	17	20,400
1912	135,756	145,937,700	27,969	53,141,100	5,251	6,301,200	7,190	7,190,000	35	42,000
The average capacity of cars, 1912, is	1,075 bush.		1,900 bush.		1,200 bush.		1,000 bush.		1,200 bush.	

STATEMENT No. 12.—Number of Cars and Quantity of each kind of Grain inspected over the undermentioned railroads by Provinces for the Crop Year ended August 31, 1912, in the Western Grain Inspection Division.

Manitoba.	Wheat. Cars.	Oats. Cars.	Barley. Cars.	Flax. Cars.	Rye. Cars.	Total. Cars.
C.P.R.	24,995	5,247	1,926	841	5	33,014
C.N.R.	16,496	3,799	1,781	408		22,484
G.T.P.	2,080	364	114	27		2,585
G.N.R.	4,238	405	34	166		4,843
Total.....Cars.	47,809	9,815	3,855	1,442	5	62,926
Bushels.	51,394,675	18,648,500	4,626,000	1,442,000	6,000	76,117,175
Saskatchewan.						
C.P.R.	37,896	5,363	389	4,001	1	47,650
C.N.R.	23,331	4,644	500	1,264		29,739
G.T.P.	6,872	1,702	69	213		8,856
G.N.R.	2,209	344	18	91		2,662
Total.....Cars.	70,308	12,053	976	5,569	1	88,907
Bushels.	75,581,100	22,900,700	1,171,200	5,569,000	1,200	105,223,200
Alberta.						
C.P.R.	13,775	1,600	72	144	11	15,602
Calgary	2,634	3,596	262	15	17	6,524
C.N.R.	839	539	80	11		1,469
G. T. P.	391	366	6	9	1	773
Total.....Cars.	17,639	6,101	420	179	29	24,368
Bushels.	18,961,925	11,591,900	504,000	179,000	34,800	31,271,625

RECAPITULATION—BY PROVINCES.

Manitoba	47,809	9,815	3,855	1,442	5	62,926
Saskatchewan	70,308	12,053	976	5,569	1	88,907
Alberta	17,639	6,101	420	179	29	24,368
Grand total.....Cars.	135,756	27,969	5,251	7,190	35	176,201
Bushels.	145,937,700	53,141,100	6,301,200	7,190,000	42,000	212,612,000

STATEMENT No. 13.—Number of Cars and Quantity of each kind of Grain inspected over the undermentioned Railroads for Crop Year ended August 31, 1912, in the Western Division.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
C.P.R.	Cars	76,666	12,210	2,387	4,986	17	96,266
	Bushels	82,415,950	23,199,000	2,864,400	4,986,000	20,400	113,485,750
C.P.R.							
Calgary East	Cars	486	172	50	6	3	717
	Bushels	522,450	326,800	60,000	6,000	3,600	918,850
West	Cars	913	1,971	73	6	6	2,969
	Bushels	981,475	3,744,900	87,600	6,000	7,200	4,827,175
Calgary South	Cars	1,235	1,453	139	3	8	2,838
	Bushels	1,327,625	2,760,700	166,800	3,000	9,600	4,267,725
Total Calgary	Cars	2,634	3,596	262	15	17	6,524
	Bushels	2,831,550	6,832,400	314,400	15,000	20,400	10,013,750
C.N.R.	Cars	40,666	8,982	2,361	1,683	.....	53,692
	Bushels	43,715,950	17,065,800	2,833,200	1,683,000		65,297,950
G.T.P.	Cars	9,343	2,432	189	249	1	12,214
	Bushels	10,043,725	4,620,800	226,800	249,000	1,200	15,141,525
G.N.R.-Duluth	Cars	6,447	749	52	257	.....	7,505
	Bushels	6,930,525	1,423,100	62,400	257,000	.....	8,673,025
Total	Cars	135,756	27,969	5,251	7,190	35	176,201
	Bushels	145,937,700	53,141,100	6,301,200	7,190,000	42,000	212,612,000

No. 14.—TABLE showing the Open, High, Low and Closing Prices of Wheat at Winnipeg, on the Winnipeg Grain Exchange, for each month, during the Six Years ending December 31, 1912.

	1907				1908			
	Open.	High.	Low.	Close.	Open.	High.	Low.	Close.
January..	71¾	74¼	71⅝	74⅛	107⅛	109¾	104	104
February	73½	65¼	73½	75	105	110⅜	103	101½
March	74¼	75⅜	74	75⅛	109	111⅜	106¼	105¼
April	75¾	79	75	78¾	106¾	111¼	101	111
May	80⅝	93	80⅜	91¼	110⅜	114¼	110½	110½
June	90⅛	90⅞	85½	90⅛	110	110¾	100	100⅝
July	92¼	93⅝	91⅛	91½	102⅛	108	100⅞	105
August..	91¾	96	87½	96	105¼	111¾	100⅛	100½
September	96⅛	105⅞	96⅝	102⅜	101	105	97¼	97¼
October..	103⅝	115¼	102⅜	105½	98¼	100	97	98⅝
November..	103⅝	105⅞	98⅜	102⅞	99	103⅜	99	100⅛
December	102	106⅞	100	100¼	100⅛	100¼	97½	98¾

	1909.				1910.			
	Open.	High.	Low.	Close.	Open.	High.	Low.	Close.
Jaunary	98¾	100½	98¼	100½	103⅛	105¼	101⅞	103¼
February.	100⅛	111⅛	100½	111⅛	103½	103¾	101⅝	103¾
March	110½	113¾	107	113¾	103½	105⅝	102¼	105⅝
April	114½	125	114¼	119	105¾	105¾	98¾	98¾
May	120⅜	128⅜	120⅛	125⅛	100¼	100¼	86½	87¼
June	126¾	135¾	126	133⅜	88¾	101¾	87½	98
July	133¾	133¾	119	119	101	117⅜	101	108¾
August	119	119	97	99¼	105½	111¼	103¾	108½
September	99½	101½	94⅜	94½	106¼	106¼	97¾	97¼
October	94½	99⅜	94½	97⅝	97⅞	99⅜	92½	92½
November.	97⅜	100	95½	96	89⅞	95⅝	88¾	90
December	95¼	102¾	95	102	91⅛	91⅝	89⅝	91¼

	1911.				1912.			
	Open.	High.	Low.	Close.	Open.	High.	Low.	Close.
January.....	92½	95¾	92	92	93¼	97	93⅝	96¼
February..	93	93	88	88	96¼	98½	96¼	96¾
March ..	88½	91¼	88½	89	98	99¼	97¾	99¾
April ...	88	94¼	87⅜	94¼	100¼	105	99¾	103⅜
May	94⅞	96¼	94	95	103⅜	104¾	102¾	103½
June	96	99¼	95¼	96¼	103½	109¼	103½	108¾
July	97	97¼	95¼	95¾	108	109½	105½	105½
August	96	101¾	96	101¼	106	107	104½	105¾
September.. ..	101⅞	103⅛	95¼	100	105¾	105¾	88	88
October...	99½	102¾	94	97½	88½	94	88	88
November	98⅛	100⅝	95⅜	99	87¼	87½	78½	79
December..	96	100⅛	93	93⅜	78¼	82	78⅛	81½

No. 15.—STATEMENT showing number of Surveys held on Cars of Grain at Winnipeg during the Crop Years ended August 31, 1908, 1909, 1910, 1911, and 1912.

	Month	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September,	1907	2,381	2	2	
October,	1907	10,641	46	31	15
November,	1907	12,786	31	23	8
December,	1907	10,019	17	9	8
January,	1908	5,740	27	20	7
February,	1908	3,995	33	21	12
March,	1908	4,972	47	34	13
April,	1908	4,152	45	34	11
May,	1908	2,125	22	18	4
June,	1908	3,398	34	26	8
July,	1908	2,658	6	6	. .
August,	1908	1,115	7	5	2
	Totals	63,982	317	229	88
September,	1908	11,018	23	23	
October,	1908	16,812	48	38	10
November,	1908	21,068	53	38	15
December,	1908	10,918	37	29	3
January,	1909	3,374	21	14	7
February,	1909	3,765	14	10	4
March,	1909	7,668	37	30	7
April,	1909	5,637	30	21	9
May,	1909	1,930	1	1	. .
June,	1909	2,784	7	3	4
July,	1909	2,129	5	4	1
August,	1909	854		. .	. .
	Totals.	87,957	276	211	65
September,	1909	17,365	13	8	5
October,	1909	23,219	22	17	5
November,	1909	19,438	42	26	16
December	1909	9,726	10	5	5
January,	1910	5,510	10	7	3
February,	1910	5,123	12	5	7
March,	1910	7,507	13	5	8
April,	1910	7,535	18	14	4
May,	1910	5,465	2	. .	2
June,	1910	4,920	1	.	1
July,	1910	5,191	6	4	2
August,	1910	3,998	3	1	2
	Totals.	114,997	152	92	60
September,	1910	12,938	13	11	2
October,	1910	22,421	45	31	14
November,	1910	15,798	29	16	13
December,	1910	7,967	31	24	7
January,	1911	1,890	4	4	–
February,	1911	3,301	14	10	4
March,	1911	8,600	41	25	16
April,	1911	7,024	8	5	3
May,	1911	4,201	3	–	3
June,	1911	6,451	5	5	–
July,	1911	6,828	9	7	2
August,	1911	3,318	2	2	–
	Totals	100,737	204	140	64

No. 15.—STATEMENT showing number of Surveys held on Cars of Grain at Winnipeg, etc.—*Concluded.*

Month.	Total No. of Cars Inspected.	Surveys. Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September, 1911	10,565	21	13	8
October, 1911	26,642	51	33	18
November, 1911	23,657	43	32	11
December, 1911	22,137	47	36	11
January, 1912	10,807	19	16	3
February, 1912	15,618	18	17	1
March, 1912	16,757	71	58	13
April, 1912	14,348	43	35	8
May, 1912	11,755	46	40	6
June, 1912	10,848	45	38	7
July, 1912	9,711	21	17	4
August, 1912	3,356	14	12	2
Totals	176,201	439	347	92

NOTE.—Considering the large number of cars inspected with the various kinds and grades of grain contained therein, the surveys held were quite small and those showing the "Inspector's grade not sustained" were infinitely low, more especially does this apply to the crop of 1911, which was composed of so much damp and wet grain.

No. 16. STATEMENT showing number of Surveys held on Cars of Grain at Toronto during the Crop Years ended August 31, 1910, 1911 and 1912.

Month.	Total No. of Cars Inspected.	Surveys Held.	Inspector's Grade Sustained.	Inspector's Grade not Sustained.
September, 1909	38			
October, 1909	220	1	1	
November, 1909	277	3	1	2
December, 1909	273	6	6	
January, 1910	179	7	3	4
February, 1910	174	1	1	
March, 1910	133			
April, 1910	113			
May, 1910	65			
June, 1910	70	1		1
July, 1910	37	1		1
August, 1910	40	1	1	
Totals.	1,619	21	13	8
September, 1910	29	2	1	1
October, 1910	112	14	6	8
November, 1910	182	1	1	
December, 1910	290	1		1
January, 1911	359	3	1	2
February, 1911	287	2	2	
March, 1911	392	9	6	3
April, 1911	142	3	1	2
May, 1911	90	1		1
June, 1911	155	1		1
July, 1911	253	4	1	3
August, 1911	533	2	1	1
Totals.	2,824	43	20	23
September, 1911	333	4	4	
October, 1911	298	3	2	1
November, 1911	185			
December, 1911	93	2	2	
January, 1912	57			
February, 1912	116			
March, 1912	70	1		1
April, 1912	43			
May, 1912	17			
June, 1912	8			
July, 1912	9			
August, 1912	11			
Totals.	1,240	10	8	2
September, 1912	24			
October, 1912	67			
November, 1912	84			
December, 1912	74	1		1

No. 17.—Comparative Statement of Receipts of Grain at Terminal Elevators, Fort William and Port Arthur for the Crops of 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911 and 1912.

Crops Year to August 31.	Wheat.	Oats.	Barley.	Flax.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.
1901	5,959,920	1,394		7,675	7,225,077
To Duluth	1,256,088				
1902	30,141,536	1,237,557	56,769	10,726	38,738,249
To Duluth	7,291,661				
1903	41,302,474	1,625,623	348,909	167,537	44,888,252
To Duluth	1,439,709				
1904	32,080,627	193,501	101,425	462,053	32,837,606
1905	31,508,617	832,664	259,310	169,761	32,770,352
1906	56,056,560	6,278,449	1,001,298	392,000	63,728,307
1907	60,553,693	13,012,106	1,869,181	796,191	76,231,171
1908	40,689,868	10,657,172	1,914,296	1,515,694	54,777,030
1909	58,088,727	15,031,400	2,498,174	2,110,668	77,728,969
				Rye 4,999	
1910	72,285,601	26,483,516	3,300,676	3,360,800	105,435,592
				Rye 5,236	
1911	70,131,871	17,777,080	1,536,500	2,877,330	92,328,017
				Rye 10,204	
1912	108,192,739	29,459,591	3,482,689	5,954,451	147,089,674

No. 18.—Comparative Statement showing Quantity of each kind of Grain Shipped from Fort William and Port Arthur, for the Crop Year hereinafter enumerated.

Crop Year to August 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1900–01	6,468,511					6,468,511
1901–02	28,148,728	1,135,733	52,185	10,726		29,347,372
1902–03	41,487,536	1,619,487	322,377	115,446		43,544,846
1903–04	31,384,151	286,446	67,471	282,013		32,020,081
1904–05	29,669107,	767,933	265,002	271,296		30,973,338
1905–06	55,509,720	5,721,815	959,546	456,928		62,648,009
1906–07	54,849,649	12,744,736	1,839,177	753,307	9,010	70,195,879
1907–08	47,521,490	11,096,405	1,971,938	1,514,644	3,036	62,107,513
1908–09	58,193,198	15,048,353	2,490,679	2,033,334		77,765,564
1909–10	72,266,424	22,630,679	3,010,566	3,555,194	5,675	101,468,538
1910–11	70,336,459	19,937,902	1,635,231	2,880,067	1,893	94,791,552
1911–12	106,933,174	27,783,572	3,241,590	5,587,580	11,607	143,557,523

No. 19.—STATEMENT showing Receipts and Shipments of Grain at Fort William and Port Arthur for Crop Year ending August 31, 1912, with comparisons for 1908, 1909, 1910 and 1911.

RECEIPTS.

—	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Month of September, 1911..	5,674,405	570,784	193,399	11,853		6,450,441
Month of October, 1911....	19,320,428	3,159,222	626,273	256,950		23,362,873
Month of November, 1911..	19,941,556	4,124,050	986,869	802,279	1,123	25,895,877
Month of December, 1911..	16,446,798	3,497,010	392,559	759,660	918	21,096,945
Month of January, 1912....	6,876,994	1,734,670	129,808	348,887	3,954	9,094,313
Month of February, 1912..	6,693,341	1,633,835	91,550	415,578	2,237	8,836,541
Month of March, 1912.....	5,828,737	1,867,166	103,959	365,296	327	8,165,485
Month of April, 1912.....	2,674,869	1,548,963	86,179	209,607	695	4,520,313
Month of May, 1912.....	9,652,818	4,447,597	388,766	659,316	950	15,149,447
Month of June, 1912.....	6,637,726	2,502,491	143,099	766,600		10,049,916
Month of July, 1912.....	5,394,792	2,991,786	182,410	932,001		9,500,989
Month of August, 1912..	3,050,275	1,382,017	157,818	426,424		5,016,534
Total crop, year 1912.....	108,192,739	29,459,591	3,482,689	5,954,451	10,204	147,099,674
Crop year, 1908.....	40,689,868	10,657,172	1,914,296	1,515,694		54,777,030
Crop year, 1909.....	58,088,727	15,031,400	2,498,174	2,110,668		77,728,969
Crop year, 1910.....	72,285,601	26,483,516	3,300,676	3,360,800	4,999	105,435,592
Total crop year, 1911.....	70,131,871	17,777,080	1,536,500	2,877,330	5,236	92,328,017

No. 19.—STATEMENT showing Receipts and Shipments of Grain at Fort William and Port Arthur for crop, &c.—*Concluded.*

SHIPMENTS.

Month.		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September, 1911	Rail	224,157	63,682	3,279	10,963		302,081
	Lake	4,136,095	928,690	107,219		3,964	5,175,968
October, 1911	Rail	245,647	77,716	11,234	13,770		348,367
	Lake	14,534,563	1,531,094	296,462	41,202		16,403,321
November, 1911	Rail	699,768	82,319	10,196	18,895	1,123	812,301
	Lake	21,616,017	4,619,258	1,090,862	538,234		27,864,371
December, 1911	Rail	2,805,985	1,146,141	81,257	358,976		4,392,359
	Lake	5,561,644	673,761	144,574	133,279		6,513,258
January, 1912	Rail	2,454,880	1,102,804	82,378	281,435	2,725	3,924,222
	Lake	*2,706,495	*82,000				*2,788,495
February, 1912	Rail	3,592,779	914,673	42,510	426,947		4,976,909
	Lake	*906,530					*906,530
March, 1912	Rail	4,613,266	1,440,216	16,759	150,338		6,220,579
	Lake						
April, 1912	Rail	2,172,257	1,692,014	30,407	85,288	695	3,980,661
	Lake	*89,084	36,062	*22,303			*147,449
May, 1912	Rail	297,340	156,311	7,137	2,210		462,998
	Lake	18,480,827	5,285,205	627,814	1,138,372		25,532,218
June, 1912	Rail	276,062	120,991	4,202	20,425		421,680
	Lake	9,368,373	2,869,008	353,967	869,951	3,100	13,464,402
July, 1912	Rail	2,169,033	131,342	8,984	49,450		2,358,809
	Lake	5,100,579	2,377,724	102,228	764,098		8,344,629
August, 1912	Rail	239,704	187,483	8,362	15,971		451,520
	Lake	4,642,089	2,265078,	189,456	667,773		7,764,396
Total crop year, 1912	Rail	19,790,878	7,115,692	306,705	1,434,668	4,543	28,652,486
	Lake	87,142,296	20,667,880	2,934,885	4,152,912	7,064	114,905,037
Crop year, 1908	Rail	10,224,540	3,888,695	694,310	300,233		15,107,778
	Lake	36,607,299	7,163,801	1,256,166	1,231,609		46,258,875
Crop year, 1909	Rail	8,451,114	2,690,863	516,119	404,313		12,062,499
	Lake	49,742,084	12,357,490	1,974,560	1,629,021		65,703,155
Crop year, 1910	Rail	9,119,987	2,471,304	412,141	544,371	2,939	12,550,742
	Lake	63,146,437	20,159,375	2,598,425	3,010,823	2,736	88,917,796
Total crop year, 1911	Rail	7,594,404	1,444,158	115,419	403,109		9,557,090
	Lake	62,742,055	18,493,744	1,519,812	2,476,958	1,893	85,234,462

NOTE.—The Shipments to Mill at Fort William are included in rail shipments.
*In winter storage in vessels.

No. 20. STATEMENT showing Receipts and Shipments of Grain at Public Elevators in the East for Crop Year ending August 31, 1912, with comparisons for 1909, 1910 and 1911.

RECEIPTS.

Month.	Wheat.	Oats.	Barley	Flax.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.
September, 1911	3,122,734	1,775,477	48,923	18,387	4,965,521
October, 1911...	5,066,105	1,252,854	204,068	27,541	6,550,568
November, 1911.	8,566,958	3,568,279	365,044	99,336	12,599,617
December, 1911	6,473,344	1,755,505	383,919	136,740	8,749,508
January, 1912....	1,786,498	228,769	4,413	2,134	2,021,814
February, 1912..	1,781,926	63,148	7,554	896	1,853,524
March, 1912.....	1,805,273	244,926	59,648		2,109,847
April, 1912.....	1,422,244	204,694	6,266	6,323	1,639,527
May, 1912.....	11,937,414	4,715,743	40,650	151,862	16,845,669
June, 1912.....	6,511,817	3,549,452	273,022	279,706	10,613,997
July, 1912	4,574,852	1,272,574	90,590	156,622	6,094,638
August, 1912.....	4,847,647	2,853,831	302,459	160,698	8,164,635
Total, crop year 1912.....	57,896,812	21,485,252	1,786,556	1,040,245	82,208,865
Crop year 1909.....	44,061,371	9,831,324	2,206,072	1,195,317	57,294,084
Crop year 1910.....	52,892,279	20,066,082	2,170,125	888,320	76,016,806
Crop year 1911.....	46,869,674	17,542,716	1,012,688	565,446	65,990,524

SHIPMENTS.

September, 1911.....	Rail...	1,527,270	2,027,496	45,396	53,346	3,653,508
	Lake	2,119,947	515,449			2,635,396
October, 1911.....	Rail...	1,156,035	1,425,905	65,923	1,000	2,648,863
	Lake	2,929,762	475,210	91,678		3,496,650
November, 1911.....	Rail...	2,443,160	1,715,740	91,608	79,236	4,329,744
	Lake	4,222,019	589,310	120,326	35,597	4,967,252
December, 1911.....	Rail...	3,638,501	2,509,224	283,831	147,785	6,579,341
	Lake..	1,931,742	96,891	28,480		2,057,113
January, 1912.....	Rail...	1,179,965	514,995	48,033		1,742,993
	Lake..	1,709,446	114,005	27,470		1,850,921
February, 1912.....	Rail...	1,055,679	500,400	21,836		1,577,915
	Lake	1,437,957	9,664	41,429		1,489,050
March, 1912.....	Rail...	1,283,471	415,167	77,886	3,030	1,779,554
	Lake..	1,577,480	30,135	28,659		1,636,274
April, 1912.....	Rail...	612,126	190,987	33,353		836,466
	Lake	1,668,653	137,601	44,809		1,851,063
May, 1912.....	Rail...	3,512,166	1,647,936	60,492	119,478	5,340,072
	Lake..	5,560,636	1,350,256	22,290		6,933,182
June, 1912.....	Rail...	2,515,406	1,853,331	17,156	182,264	4,568,157
	Lake	3,709,587	1,352,608	148,828	50,648	5,261,671
July, 1912.....	Rail...	2,044,314	1,227,134	22,948	90,806	3,385,202
	Lake	3,358,601	852,917	78,785	79,000	4,369,303
August, 1912.....	Rail...	1,888,722	1,949,903	146,720	181,481	4,166,826
	Lake..	4,308,196	2,022,889	192,515	20,468	6,544,068
Total, crop year 1912....	Rail...	22,856,815	15,978,218	915,182	858,426	40,608,641
	Lake	34,534,026	7,546,935	825,269	185,713	43,091,943
Crop year 1909.....	Rail...	18,026,532	8,586,495	751,739	834,498	28,199,264
	Lake	26,637,792	1,086,275	1,411,745	396,997	29,532,809
Crop year 1910.....	Rail...	23,984,289	12,168,675	911,753	675,825	37,740,542
	Lake	28,705,390	5,893,015	1,130,911	263,815	35,993,131
Crop year 1911.....	Rail...	19,338,818	10,262,526	487,110	469,417	30,557,871
	Lake	26,955,698	7,092,184	684,229	61,070	34,793,181

No. 21.—STATEMENT showing Shipments of Grain from Fort William and Port Arthur to the undermentioned Ports during the Seasons of Navigation 1910, 1911 and 1912.

WHEAT.

	Season of Navigation, 1910.		Season of Navigation, 1911.		Season of Navigation, 1912.	
	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian Ports—						
Owen Sound	1,516,218		1,229,738		882,690.	
Midland	314,512				8,787,155.	
Tiffin	8,071,356		6,919,291		2,644,658	
Depot Harbour.	1,201,828		716,206		172,308	
Collingwood	718,780		230,137		1,651,737.	
Point Edward	1,759,752		968,446		600,731.	
Meaford	591,161		151,519		5,870,658.	
Goderich	5,077,135		5,450,594		11,068,310	
Port Colborne	2,799,308		5,616,768		91,226	
Thorold	289,107		62,000		144,766	
Port Stanley.	124,693		145,901		6,065,186.	
Kingston	7,798,218		7,572,921		9,542,566	
Montreal	6,562,784		5,645,709			
Seaforth					5,000	
Prescott	27,878		27,124			
Silver Island					180	
Hamilton.	50,896					
Quebec	1,053,049					
Port McNicoll.			1,484,811		5,690,591	
Sault Ste. Marie						
Walkerville	314,812		157,370			
Total, Canadian ports.	38,271,487		36,378,535		53,217,862.	
American ports—						
Tairport						2,958,586
Ogdensburg.						
Buffalo, N.Y	1,807,741	15,812,731	1,070,469	29,343,266	107,731	35,476,576
Chicago					1,188	84,045
Duluth						85,529
Erie		251,885	188,000	1,768,011		3,030,021
Port Huron	36,412	576,184		1,436,788	224,910	2,490,596
Total, American ports	1,844,153	16,640,800	1,258,469	32,548,065	333,829	44,185,353
Grand total shipments	40,115,640	16,640,800	37,637,004	32,548,065	53,551,691	44,185,353
	56,756,440		70,185,069		97,737,044	

No. 21.—Shipments of Grain from Fort William and Port Arthur for Seasons of Navigation 1910, 1911 and 1912, &c.—*Continued.*

	Oats.					
	Season of Navigation, 1910.		Season of Navigation, 1911.		Season of Navigation, 1912.	
	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound	2,660,959		1,941,758			
Midland	50,169				879,551	
Tiffin	1,448,669		2,733,780		2,421,025	
Depot Harbour	377,709		314,615		783,647	
Collingwood					137,260	
Point Edward	731,932		827,954		598,865	
Meaford	88,000		14,689		223,805	
Goderich	1,440,543		3,441,171		3,150,558	
Port Colborne	210,948		825,144		1,139,811	
Thorold						
Port Stanley	50,612		22,900		56,535	
Kingston	3,903,398		2,863,286		4,156,755	
Montreal	4,054,743		5,932,014		4,682,230	
Prescott	70,000		20,449			
Hamilton			110,699			
Quebec	87,191		377,463		256,991	
Port McNicoll	244,878		860,958		2,830,276	
Sault Ste. Marie						
Walkerville						
Total, Canadian ports	15,419,751		20,286,880		21,317,309	
American ports—						
Ogdensburg						
Buffalo, N.Y.	444,999	479,650		1,191,348		2,297,188
Chicago						
Duluth						
Erie						
Port Huron						115,891
Total, American ports	444,999	479,650		1,191,348		2,413,079
Grand total shipments	15,864,750	479,650	20,286,880	1,191,348	21,317,309	2,413,079
	16,344,400		21,478,228		23,730,388	

No. 21.—Shipments of Grain from Fort William and Port Arthur for Seasons of Navigation 1910, 1911 and 1912.—*Continued.*

—	Barley.					
	Season of Navigation, 1910.		Season of Navigation, 1911.		Season of Navigation, 1912.	
	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.
	Bush	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports -						
Owen Sound . .	25,000		250,007			
Midland					.. 82,621...	
Tiffin..	89,911		154,432		1,034,020..	
Depot Harbour					.. 142,601..	
Collingwood						
Point Edward.....	44,001		70,483		81,952...	
Meaford ...						
Goderich.....	114,409		230,223		.. 247,130...	
Port Colborne . .	10,000				47,350..	
Thorold.. .						
Port Stanley.						
Kingston.	390,438		536,477		.. 508,552...	
Montreal ..	367,940		70,299		.. 330,336...	
Prescott						
Sault Ste. Marie . .						
Walkerville						
Port McNicoll.....					. 403,513...	.....
Total, Canadian ports.	1,041,699		1,311,921		2,878,105	
American ports—						
Ogdensburg.						
Buffalo.....	62,965	495,668	195,000	732,125		1,473,771
Chicago . .				56,490		
Cleveland. .						
Duluth.....						
Erie.....						84,868
Port Huron.....					167,369	412,748
Total, American ports	62,965	495,668	195,000	788,615	167,369	1,971,387
Grand total shipments.....	1,104,664	495,668	1,506,921	788,615	3,045,474	1,971,387
	1,600,332		2,295,536		5,016,861	

No. 21.—SHIPMENTS of Grain from Fort William and Port Arthur for Seasons of Navigation 1910, 1911 and 1912.—*Continued.*

	Port.					
	Season of Navigation, 1910.		Season of Navigation, 1911.		Season of Navigation, 1912.	
	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign. Vessels.	Canadian Vessels	Foreign Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports						
Owen Sound ..						
Midland						
Tiffin					17,336	
Depot Harbour					62,540	
Collingwood		..				
Point Edward .	75,016		60,128		61,429.	
Meaford ..						
Goderich	171,641		224,765		467,811	
Port Colborne ..						
Thorold						
Port Stanley .						
Kingston..	62,703		74,934		.. 243,502	
Montreal .	151,758		146,550		.. 384,346	
Prescott	10,444					
Sault Ste Marie						
Walkerville						
Port McNicol					132,285	
Total, Canadian ports.	471,562		506,377		1,369,249	
						W
American ports—						
Fairport						213,854
Ogdensburg				282		5,168,676
Buffalo	378,127	2,131,530	92,000	620,837	103,086	126,172
Chicago ..		6,663			78,007	
Cleveland ..	80,000					
Duluth					14,827	418,877
Erie						611,868
Port Huron.	22,835					62,488
Toledo						156,517
Total, American ports	480,962	2,138,193	92,000	282 620,837	195,920	6,758,452
Grand total shipments.	952,524	2,138,193	598,377	282 620,837	1,565,169	6,758,452
	3,090,717		1,219,214 282		8,323,621	

No. 21.—Shipments of Grain from Fort William and Port Arthur for Seasons of Navigation 1910, 1911 and 1912.—*Continued.*

	Rye.			Screenings.			
	Season of Navigation 1910.	Season of Navigation 1911	Season of Navigation 1912.	Season of Navigation 1911.		Season of Navigation 1912.	
	Canadian Vessels.	Canadian Vessels.	Canadian Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—							
Owen Sound							
Midland							
Tiffin							
Depot Harbour							
Collingwood							
Point Edward							
Meaford							
Goderich							
Port Colborne							
Thorold							
Port Stanley							
Kingston	1,586	3,964					
Montreal							
Prescott							
Sault Ste. Marie							
Walkerville							
Port McNicoll			5,129				
Total, Canadian ports	1,586	3,964	5,129				
American ports—							
Ogdensburg							
Buffalo							937
Chicago				180,281	61,400		199,275
Cleveland							
Duluth				273,523	56,103		415,188
Erie							
Port Huron							
Total, American ports				453,804	117,503		615,400
Grand total shipments	1,586	3,964	5,129	453,804	117,503		615,400
	1,586	3,964	5,129	453,804		732,903	

No. 21.—Shipments of Grain from Fort William and Port Arthur for Seasons of Navigation 1908, 1909, 1910, 1911 and 1912.—*Concluded.*

	Total Grain									
	Season of Navigation, 1908.		Season of Navigation, 1909.		Season of Navigation, 1910.		Season of Navigation, 1911.		Season of Navigation, 1912.	
	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.
Canadian ports—	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush
Owen Sound	3,245,549	...	3,723,720		4,202,177		3,421,503			
Midland	1,849,851		1,465,059		364,681				1,844,862	
Tiffin	8,440,136		12,666,780		9,603,936		9,807,503		12,259,536	
Depot Harbour	2,624,622		3,698,850		1,579,537		1,030,821		3,633,446	
Collingwood	1,082,634		568,922		718,780		230,137		309,568	
Point Edward	2,129,513		2,990,197		2,610,701		1,927,011		2,395,083	
Meaford	1,158,997		1,008,339		679,161		166,208		824,536	
Goderich	7,769,343		8,055,564		6,804,874		9,346,753		9,736,157	
Port Colborne	477,157		2,073,251		3,020,256		6,441,912		12,255,471	
Thorold	381,641		204,175		289,107		62,000		91,226	
Port Stanley			121,000		175,305		168,801		201,301	
Kingston			8,708,568		12,156,343		11,051,582		10,973,995	
Montreal	19,157,905		9,151,674		11,137,225		11,794,572		14,938,508	
Seaforth									5,000	
Prescott			2,078		108,322		47,573			
Silver Island									180	
Hamilton					50,896		110,699		256,991	
Quebec					87,191		377,463		9,061,794	
Port McNicoll					1,297,927		2,345,769			
Sault Ste. Marie	1,765									
Walkerville			378,621		314,812		157,370			
Total, Canadian ports	48,319,113		54,816,798		55,207,231		58,487,677		78,787,654	
American ports—										
Fairport										3,172,440
Ogdensburg	63,043								210,817	44,417,148
Buffalo	2,800,625	14,994,515	3,872,993	15,930,005	2,693,832	19,222,171	1,357,469	31,887,576	140,595	409,492
Chicago	85,554	158,928		382,863	207,989	6,663		56,490		
Cleveland			155,899		80,000					
Duluth				9,472	75,833				70,930	919,594
Erie		831,040		451,202		251,885	188,000	1,768,011		3,786,757
Port Huron		1,027,036	349,595	1,937,275	59,247	576,184		1,436,788	392,279	3,081,723
Toledo										156,517
Tota , American ports	2,863,668	17,011,519	4,378,487	18,710,817	3,116,901	20,056,903	1,545,469	35,148,865	814,621	55,943,671
Grand total, shipments	51,182,781	17,011,519	59,195,285	18,710,817	58,324,132	20,056,903	60,033,146	35,148,865	79,602,275	55,943,671
	68,194,300		77,906,102		78,381,035		95,182,011		135,545,946	

No. 22.—Comparative Statement showing shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur for the Crop Years ending August 31, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911 and 1912 (Crops of 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910 and 1911).

	Crop Year 1899-1900.			Crop Year 1900-01.			Crop Year 1901 02.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail. W	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat—									
*Extra No. 1 Hard	4,754		4,754						
No. 1 Hard	12,246,474	1,500,554	13,747,028	1,137,392	57,240	1,194,632	5,168,691	114,430	5,283,121
†No. 2 "	1,795,764	336,986	2,132,750	905,581	199,024	1,104,605	31,679		31,679
†No. 3 "	660,332	182,819	843,151	2,043,985	153,612	2,197,597	34,049		34,049
No. 1 Northern	521,783	65,767	587,550	62,302	8,364	70,666	10,699,527	289,181	10,988,708
No. 2 "	34,984	5,176	40,160	2,359		2,359	9,488,246	310,352	9,798,598
No. 3 "	7,444	1,323	8,767	37,680		37,680	395,327	53,363	448,690
Sundry grades	815,047	170,622	985,669	1,601,923	259,049	1,860,972	1,362,685	201,198	1,563,883
	16,086,582	2,263,247	18,349,829	5,791,222	677,289	6,468,511	27,180,204	968,524	28,148,728
Oats							596,844	538,889	1,135,733
Barley							16,152	36,033	52,185
Flax								10,726	10,726
Total grain	16,086,582	2,263,247	18,349,829	5,791,222	677,289	6,468,511	27,793,200	1,554,172	29,347,372

† By 1 Edward VII, Chapter 24, Sec. 1, these grades were cancelled from May 12, 1901
* By 6 Edward VII, Chapter 18, Sec. 3, this grade was cancelled from July 13, 1906.

No. 22.—Comparative Statement showing shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur, &c.—*Continued.*

	Crop Year, 1902-03.			Crop Year, 1903-04.			Crop Year, 1904-05.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
Wheat—	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Extra No. 1 Hard									
No. 1 Hard	16,529,726	798,183	17,327,909	510,018	25,976	535,994	147,472	11,375	158,847
" 1 Northern	10,392,171	995,968	11,388,139	5,687,006	122,496	5,809,502	3,232,676	171,529	3,404,205
" 2 "	4,558,469	508,349	5,066,818	8,453,309	335,459	8,788,768	8,046,964	224,880	8,271,844
" 3 "	4,822,594	628,411	5,451,005	8,968,776	793,711	9,762,487	7,054,646	320,526	7,375,172
Sundry grades	2,123,896	129,769	2,253,665	4,933,516	1,553,884	6,487,400	9,253,113	1,205,926	10,459,039
	38,426,856	3,060,680	41,487,536	28,552,625	2,831,526	31,384,151	27,734,871	1,934,236	29,669,107
Oats	1,311,613	307,874	1,619,487	104,978	181,468	286,446	327,122	440,811	767,933
Barley	251,769	70,608	322,377	46,666	20,805	67,471	122,687	142,315	265,002
Flax	45,985	69,461	115,446	193,398	88,615	282,013	259,965	11,331	271,296
Rye									
Total grain	40,036,223	3,508,623	43,544,846	28,897,667	3,122,414	32,020,081	28,444,645	2,528,693	30,973,338

No. 22.—Comparative Statement showing Shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur, &c.—*Continued.*

	Crop Year, 1905-06.			Crop Year, 1906-07.			Crop Year, 1907-08.			Crop Year, 1908-09.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat—												
No. 1 Hard.....	657,711	9,586	667,297	3,315,759	192,114	3,507,873	218,609	19,718	238,327	154,852	8,201	163,056
No. 1 Northern...	29,114,424	2,577,087	31,691,511	22,543,706	864,602	23,408,308	6,946,021	515,591	7,461,612	10,313,401	381,429	10,694,830
No. 2 "	11,591,693	1,293,140	12,884,833	14,227,111	666,067	14,893,178	7,901,677	747,652	8,652,329	12,102,349	981,206	13,083,555
No. 3 "	2,578,264	238,246	2,816,510	2,175,988	18,938	2,194,926	6,595,049	1,074,054	7,669,103	11,961,618	1,634,241	13,595,859
Sundry grades	5,685,175	1,761,394	7,449,569	9,457,388	1,387,976	10,845,364	16,261,640	7,238,479	23,500,119	14,847,506	4,137,863	18,985,369
Screenings												
	49,627,267	5,882,453	55,509,720	51,719,952	3,129,697	54,849,649	37,925,996	9,595,494	47,521,490	49,379,726	7,142,943	56,522,669
Oats...	3,899,086	1,822,729	5,721,815	10,901,117	1,840,319	12,741,736	7,297,810	3,798,595	11,096,405	12,301,020	2,529,823	14,830,843
Barley... ..	571,017	388,199	959,516	1,151,651	684,523	1,839,177	1,285,361	686,574	1,971,938	1,957,989	495,752	2,453,741
Flat..	341,127	115,801	456,928	535,111	218,196	753,307	1,231,166	280,178	1,511,644	1,595,410	393,975	1,989,385
Rye..					9,010	9,010		3,036	3,036	3,015	5,661	8,676
Total grain.	54,438,527	8,209,182	62,648,000	64,311,131	5,881,745	70,195,879	47,743,336	14,364,177	62,107,513	65,237,160	10,568,154	75,805,314

No. 22.—Comparative Statement showing Shipments of Grain by Vessels and the All-rail Route from Fort William and Port Arthur, &c.—*Concluded.*

	Crop Year, 1909-10.			Crop Year, 1910-11.			Crop Year, 1911-12.		
	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.	Vessels.	Rail.	Totals.
Wheat—	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
No. 1 Hard	243,317	24,148	267,465	34,142	4,941	39,083	364	3,681	4,045
No. 1 Northern	24,328,892	1,599,058	25,927,950	9,846,216	110,847	9,957,063	2,687,048	241,039	2,928,087
No. 2 "	22,035,364	1,847,667	23,883,031	19,457,442	948,672	20,406,114	11,960,624	816,655	12,777,279
No. 3 "	9,339,008	1,208,759	10,547,767	18,066,167	1,720,021	19,786,188	20,818,864	2,402,597	23,221,461
Sundry grades	6,848,557	2,066,954	8,915,511	14,262,408	2,839,050	17,101,458	52,158,797	11,398,184	63,556,981
Screenings	330,640		330,640	861,082		861,082	211,715	241,323	453,03
	63,125,778	6,746,586	69,872,364	62,527,457	5,623,531	68,150,988	87,837,412	15,103,479	102,940,891
Oats	20,100,952	2,299,041	22,399,993	19,488,429	1,135,128	20,623,557	20,767,883	6,776,522	27,544,405
Barley	2,585,434	392,813	2,978,247	1,518,891	114,220	1,633,111	2,934,889	293,010	3,227,899
Flax	3,030,241	551,347	3,581,588	2,573,483	397,203	2,970,686	4,154,830	1,443,328	5,598,158
Rye	2,736	2,939	5,675		1,894	1,894	7,061	4,544	11,608
Total grain	88,845,141	9,992,726	98,837,867	86,108,260	7,271,976	93,380,236	115,702,078	23,620,883	139,322,961

No. 23.—Comparative Statement showing shipments of Grain from Fort William and Port Arthur, for the Crop Years 1910, 1911 and 1912, with destination of same.

—	Wheat.						Oats.					
	1910.		1911.		1912.		1910.		1911.		1912.	
	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.
Canadian ports—	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Owen Sound	2,045,891		1,184,103		723,611		3,214,608		1,645,313		1,264,292	
Midland	542,099		314,512		263,205		1,033,820		50,169		102,366	
Tiffin	10,961,095		8,100,930		8,848,238		2,449,593		1,986,655		2,510,107	
Victoria Harbour			1,311,466						717,189			
Collingwood	355,793		500,241		230,137		99,881					
Depot Harbour	3,355,566		891,225		1,350,139		386,849		351,465		619,764	
Point Edward	1,842,432		1,515,332		1,037,566		941,161		922,438		721,966	
Port Stanley	101,000		99,693		145,902		65,252		30,360		22,900	
Meaford	919,593		485,000		86,520		198,886				31,017	
Goderich	5,100,575		5,379,831		5,359,881		2,493,724		2,697,694		3,109,327	
Port Colborne	2,409,602		3,719,699		9,289,663		555,521		562,514		1,208,962	
Thorold	195,000		289,107		62,000							
Kingston	7,548,280		8,117,262		6,875,593		4,029,396		2,680,015		2,869,921	
Prescott	2,078		27,878		27,125		70,000				20,449	
Montreal	6,558,060		5,590,409		8,321,500		3,378,366		6,446,157		3,859,060	
Walkerville	254,410		340,182		50,000		206,210					
Hamilton			50,896								110,699	
Quebec									285,350		436,295	
Port McNicoll					2,655,370						1,488,600	
Total, Canadian Ports	42,191,474		37,917,766		45,326,450		19,123,267		18,375,319		18,375,728	
American ports—												
Port Huron	561,658	964,814	36,413	576,184		1,763,532						
Erie		110,000		251,885		3,146,301						
Chicago		*321,168			1,188	84,045						
Buffalo	2,210,423	16,756,739	1,521,186	21,362,941	396,066	36,776,585	158,976	818,709	103,819	1,009,291		2,447,453
Ogdensburg												
Duluth		*9,472				85,529						
Total, American ports	2,772,081	18,162,223	1,557,599	22,191,010	397,254	41,855,992	158,976	818,709	103,819	1,009,291		2,447,453
Grand total, shipments	44,963,555	18,162,223	39,475,365	22,191,010	45,723,701	41,855,992	19,282,243	818,709	18,479,138	1,009,291	18,375,728	2,447,453
	63,125,778		61,666,375		87,579,696		20,100,952		19,488,429		20,823,181	

No. 23.—Comparative statement showing the Shipments of Grain from Fort William and Port Arthur, for Crop Years 1910, 1911 and 1912.—*Continued.*

	Barley.					
	1910.		1911.		1912.	
	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound	93,049		99,072		175,935	
Midland	53,674					
Tiffin	197,897		89,911		299,266	
Collingwood	98,238					
Depot Harbour					21,000	
Point Edward	149,923		53,729		67,482	
Meaford	81,884					
Goderich	185,627		92,167		191,241	
Port Colborne	44,692				23,774	
Kingston	487,880		391,314		494,269	
Port McNicoll					27,456	
Montreal	464,181		139,407		130,477	
Total Canadian ports	1,837,045		865,600		1,430,900	
Foreign ports—						
Port Huron		84,472				
Erie		255,275				
Chicago						56,490
Cleveland						
Buffalo	270,519	138,123	195,000	458,291		1,392,164
Ogdensburg						
Total, American ports	270,519	477,870	195,000	458,291	1,430,900	1,448,654
Total shipments	2,107,564	477,870	1,060,600	458,291	1,430,900	1,448,654
Grand total shipments	2,585,434		1,518,891		2,879,554	

No. 23.—COMPARATIVE statement showing the Shipments of Grain from Fort William and Port Arthur, for Crop Years 1910, 1911 and 1912.—*Continued.*

—	Flax.					
	1910.		1911.		1912.	
	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports—						
Owen Sound						
Midland						
Tiffin						
Collingwood						
Depot Harbour						
Point Edward	75,230		123,219		61,429	
Meaford						
Goderich			101,843		334,126	
Port Colborne	251,422					
Kingston	92,648		78,101		120,693	
Port McNicoll					26,588	
Montreal	253,792		176,009		335,193	
Prescott			10,444			
Total Canadian ports	673,092		489,616		878,029	
Foreign ports—						
Port Huron				22,835		
Erie		85,926				
Chicago				6,663	78,007	89,100
Cleveland			80,000			
Buffalo	1,089,087	1,182,136	92,000	1,882,368	104,807	2,477,172
Duluth				*2,697		418,519
Toledo						109,100
Total, American ports	1,089,087	1,268,062	172,000	1,914,563	182,904	3,093,891
Total shipments	1,762,179	1,268,062	661,616	1,914,563	1,060,933	3,093,891
Grand total shipments	3,030,241		2,576,179		4,154,824	

* Screenings.

No. 23.—Comparative statement showing the Shipments of Grain from Fort William and Port Arthur, for Crop Years 1910, 1911 and 1912.—*Continued.*

	Rye.		Wheat Screenings.				
	1910.		1912.	1911.		1912.	
	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian ports							
Owen Sound							
Midland							
Tiffin							
Collingwood							
Depot Harbour							
Point Edward							
Meaford							
Goderich				1,146			
Port Colborne							
Thorold							
Kingston	2,736						
Prescott							
Montreal							
Port McNicoll			7,044				
Total Canadian ports	2,736		7,044	1,146			
Foreign ports							
Port Huron							
Erie							
Chicago				207,989	302,591	61,400	
Cleveland							
Buffalo							937
Ogdensburg							
Duluth				75,833	270,826		149,378
Total, American ports				283,822	573,417	61,400	150,315
Total shipments	2,736		7,044	284,968	573,417	211,715	
Grand total shipments	2,736		7,044	858,385		211,715	

No. 23.—Comparative Statement showing Shipments of Grain from Fort William and Port Arthur, for Crop Years 1907, 1908, 1909, 1910, 1911 and 1912.

	Total Grain.											
	1907.		1908.		1909.		1910.		1911.		1912.	
	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.	Canadian Vessels.	Foreign Vessels.
Canadian Ports—	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Owen Sound	6,011,306		4,163,330		2,374,691		5,353,548		2,928,488		2,163,838	
Midland	3,325,765		3,445,015		754,007		1,609,593		361,681		365,571	
Tiffin	305,000		1,858,886		9,536,081		13,608,585		10,177,496		11,657,611	
Collingwood	821,013		461,294		922,077		553,912		500,241		230,137	
Depot Harbour	7,163,377		3,974,796		1,849,227		3,742,415		1,242,690		1,990,903	
Point Edward	3,203,835		2,229,768		1,957,507		3,008,746		2,614,718		1,888,443	
Port Stanley					1,764		166,252		130,053		168,802	
Meaford	2,170,098		1,058,506		628,514		1,200,363		185,000		117,537	
Goderich	3,639,113		5,278,113		8,021,564		8,031,348		8,272,681		8,994,575	
Port Colborne			322,764		301,689		3,009,815		4,282,213		10,522,399	
Thorold	689,538		468,391		353,018		195,000		289,107		62,000	
Kingston			7,379,563		8,897,312		12,160,940		11,266,692		10,360,479	
Prescott	15,989,140		594,887		109,111		72,078		38,322		47,574	
Montreal			7,561,695		9,673,740		10,654,399		12,351,982		12,646,230	
Walkerville							460,620		340,182		50,000	
Victoria Harbour									2,028,655			
Hamilton									50,896		110,699	
Quebec									285,350		436,295	
Port McNicol											4,205,058	
Total Canadian Ports	43,621,485		38,800,008		45,380,308		63,827,611		57,649,447		66,018,151	
American Ports—												
Port Huron	883,223	454,542	106,094	200,937		1,609,724	561,658	1,049,316	36,413	599,019		1,763,532
Erie	298,103	934,525	300,181	519,114		531,287		451,201		251,885		3,146,301
Chicago		71,307		183,383		122,793		321,168	207,989	309,254	140,595	229,635
Cleveland						155,899			80,000			
Buffalo	5,758,866	12,292,069	2,625,672	1,944,870	1,922,135	15,511,992	3,729,005	18,895,707	1,912,005	24,712,891	500,963	13,094,311
Ogdensburg			63,043									
Duluth								9,472	75,833	273,523		653,426
Toledo												109,100
Total American Ports	6,940,192	13,752,443	3,094,990	5,848,334	1,922,135	17,931,695	4,290,663	20,726,864	2,312,240	26,146,572	641,558	18,996,305
Total shipments	50,561,677	13,752,443	41,894,998	5,848,334	47,302,443	17,931,695	68,118,277	20,726,864	59,961,687	26,146,572	66,659,709	48,996,305
Grand total shipments	64,314,120		47,743,332		65,237,138		88,845,141		86,108,259		115,656,014	

No. 24.—STATEMENT showing List of Canadian and American Vessels, with capacity of same and quantity of each kind of grain carried by them, for the Crop Year 1911-1912; also recapitualtion of quantity carried to Canadian and American Ports.

Canadian Vessels	Capacity	Quantity Carried.					
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian Vessels -							
Acadian	110,000	474,194	281,500	15,592	76,004		847,290
Advance	40,000	185,000	56,845				241,845
Agawa	125,000		269,078				269,078
Alberta	40,000	156,120	221,726	33,907			411,753
Algonquin	97,000	164,784	56,000	163,958			384,742
Ames, A. E	63,000	127,000	299,116		80,546		506,662
Arabian	40,000	249,812					249,812
Assiniboia	60,000	143,890	514,263				658,153
Athabasca	40,000	223,888	382,139	49,954			655,981
Beaverton	100,000	423,684	265,012	30,000			718,696
Bickerdike	50,000	107,073	230,959	14,909			352,941
Canadian	115,000	465,243	150,280	88,903	59,250		763,676
Carleton	70,000	65,000	329,667				394,667
City of Montreal	30,000	57,340					57,340
Collingwood	240,000	719,046	852,467				1,571,513
Corunna, No. 1	110,000	106,939					106,939
" No. 2	50,000	227,819	3,603	19,452	19,892		270,766
Crowe, G. R	165,000	1,222,922	60,560				1,283,482
Derbysnire Senator	60,000		168,458				168,458
Donnacona	105,000	230,436	172,625				403,061
Doric	115,000	879,130	183,888	37,333			1,100,351
Dundee	105,000	414,086	227,264				641,350
Dunelm	110,000	327,235	421,410	10,000			748,645
Edmonton	100,000	453,735	223,648	32,302		3,964	713,649
Emperor	300,000	2,696,058	170,000				2,866,058
Empress of Ft. William	120,000	863,372	173,324				1,036,696
Empress of Midland	125,000	322,902	163,034	17,000			502,936
Fairmont	105,000	594,386	231,284	76,377			902,047
Forest City		181					181
Glennelah	110,000	631,174	103,472				734,646
Glenmount	110,000	731,401		6,501			737,902
Gordon D. A	80,000	669,031	163,773		47,870		880,674
Hamiltonian	75,000	101,057	111,970	57,935			270,962
Ionic	55,000	427,115	285,137	42,028	49,120		803,400
Iroquois	120,000	820,654	165,338				985,992
Jaques, C. A	80,000	421,316	246,405	19,165	3,960		690,846
Kaministiquia	125,000	954,164	629,492		78,007		1,661,663
Keewatin	75,000	801,530	511,418	53,089	26,588		1,392,625
Kenora	75,000	392,395	351,986				744,381
Kinmount	115,000	609,427	125,900		27,002		762,329
Leefield	80,000	192,782		31,175			223,957
Manitoba	50,000	307,823	292,563	41,441		3,100	644,927
Mapleton	100,000	415,580					415,580
Marina	100,000	63,433			34,238		97,671
Matthews, W. D	20,000	1,656,677	286,620	55,000			1,998,297
Meaford	110,000	1,091,725	75,000				1,166,725
McKee, J. A	120,000	1,354,417	398,375	95,955	103,086		1,951,833
McKinistry, A. E	80,000	274,505	264,546		62,939		601,990
Midland Prince	310,000	1,943,768	412,278				2,356,046
Midland King	200,000	2,119,719	202,637				2,322,356
Midland Queen	105,000	477,768	130,000	52,100			659,868
Neebing	105,000	598,664	300,000				898,664
Neepawah	85,000	238,031	206,220				444,251A
Nevada	50,000	248,139	91,760	2,479			342,378
Newona	120,000	2,167,803	615,440	64,834			2,858,077
Osler, E. B	330,000	2,970,638					2,970,638
Palikie	80,000	188,718	59,999				248,717
Pellatt, H. W	55,000	128,195	206,702	22,303	49,975		407,175
Plummer, J. H	55,000	142,000	298,442	20,341			460,783
Port Colborne	105,000	30,988	83,605				114,593
Prince Rupert	105,000	131,440	207,413		34,385		373,238

No. 24.—STATEMENT showing List of Canadian and American Vessels, with capacity of same, and quantity, &c.—*Continued.*

Canadian Vessels.	Capacity.	Quantity Carried.					
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canadian Vessels—*Con.*							
Regina	90,000	427,600	177,746				605,346
Renvoyle	105,000	164,126	85,696	35,000			284,822
Rhones, R. R.	75,000	111,200	102,134		35,871		249,205
Rosedale	82,000	281,574	216,313	56,205	47,736		601,828
Rosemount	85,000	426,835	302,124	77			729,036
Seguin	40,000	205,000	169,678				374,678
Saskatoon	95,000	402,985					402,985
Scottish Hero	130,000	1,643,302	1,005,123	36,844	81,460		2,166,729
Sinabad	20,000	7,029	26,531				27,560
Stadacona	330,000	300,000					300,000
Stormount	110,000	609,863	127,000				736,863
Strathcona	110,000	227,000	264,227				491,227
Tagona	75,000	365,488	150,000				515,488
Turret Cape	110,000	75,400	261,783	85,000			422,183
Turret Chief	110,000	706,636	552,658		29,380		1,288,674
Turret Court	110,000	1,050,343	100,000				1,150,343
Turret Crown	110,000	877,235	406,776				1,284,011
Ungava	75,000	68,000					68,000
Wakondah	70,000	229,393			29,700		259,093
Westmount	105,000	678,992	241,000				919,992
Wexford	100,000	817,805	832,451		71,074		1,721,330
Winona	120,000	1,043,875	334,748		60,755		1,439,378
Yorkton	90,000	176,164					176,164
Totals (85)	8,522,000	45,499,197	18,284,629	1,367,159	1,108,838	7,064	66,266,887
American Vessels -							
Adams, Thos.	210,000	344,824			57,858		402,682
Agnew, W. C.	330,000	326,744					326,744
Albright, J. J.	230,000	227,757					227,757
Ames Ward	330,000	654,490					654,490
Andrews, M.	335,000	332,074					332,074
Ashley, J. S.	310,000	306,333					306,333
Augustus A. A.	320,000	305,614					305,614
Aurora	110,000				109,252		109,252
Ball, F. C.	320,000	315,000					315,000
Barlum, J. J.	280,000	899,621					899,621
Barlum, T.	280,000	277,164					277,164
Berwind, H. A.	350,000	344,020					344,020
Beland, J. H.	300,000	292,967					292,967
Bope, H. B.	350,000	670,000					670,000
Bransford	250,000	404,623			54,450		459,073
Brower, A. G.	200,000	441,897			89,100		530,997
Brown, J. J. H.	350,000		356,918				356,918
Brown, W. W.	180,000	179,122					179,122
Bulgaria	95,000	91,000					91,000
Butler, J. G., Jr.	330,000	658,026					658,026
Carnegie, A.	230,000	313,657		120,199			433,856
Carney	210,000	417,500					417,500
Carter, E. D.	320,000	306,777					306,777
Clark, A. S.	235,000	450,802					450,802
Chili	125,000	411,448	23,529		167,561		602,538
Craig, Geo.	210,000	693,229	131,341	1,174	192,312		1,018,056
City of Berlin	105,000				101,420		101,420
City of London	105,000	101,000			216,085		317,085
City of Paris	105,000	103,749					103,749
Cornelius A. E.	250,000	246,248					246,248
Corrigan, J.	350,000	336,486					336,486
Coulby, H.	350,000	1,040,920					1,040,920

No. 24.—STATEMENT showing List of Canadian and American Vessels, with capacity of same, and quantity, &c.—*Continued.*

American Vessels.	Capacity.	Quantity Carried.					
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
American Vessels—*Con.*							
Denmark	290,000	474,552			64,986		539,538
Donaldson	215,000	211,817					211,817
Durston	240,000	235,869					235,869
England, R. W.	200,000	348,000		40,000			388,000
Fisher, E. L.					54,412		54,412
Flower, R. P.	85,000	81,553					81,553
Foster, Parks	100,000	17,060	52,630	88,772	57,557		216,019
Gobebic	90,000	87,591	119,602				207,193
Gratwick, W. H.	250,000	224,277					224,277
Hanna, D. R.	350,000	564,387		131,371			695,758
Harvester	375,000	362,506					362,506
Hawgood, H. B.	350,000	514,109	50,000	79,823	60,597		704,529
Hebaid, C. S.	315,000	534,173					534,173
Heffelfinger, F. T.	250,000	743,618	180,563	38,969	39,600		1,002,750
Holmes, E. T.	250,000	471,516					471,516
Hutchison, C. L.	320,000	620,000					620,000
Hutchison	200,000	174,972					174,972
Jenkins, C. O.	310,000	1,229,513					1,229,513
Jenks	240,000	288,911			166,368		455,279
Kotcher, C. W.	250,000	214,510					241,510
Lackawanna	100,000			105,451			105,451
Leonard, G. B.	210,000	601,038		39,801			640,839
Lewiston	100,000	60,210		34,226			94,436
Mack, W. H.	200,000	526,980		33,539			560,519
Marina	105,000	201,536					201,536
Maryland	135,000	130,168					130,168
Meacham, D. B.	330,000	327,802					327,802
Miller, T. B.	310,000	301,757					301,757
Minch, A. C.	215,000	501,121					501,121
Minnetonka	140,000	138,378					138,378
Minnekabta	140,000	132,991					132,991
Milinokett	335,000		401,111				401,111
Mitchell, A.	160,000	182,435					182,435
Moll, C. F.	280,000	275,654					275,654
Moore, J. W.	100,000	200,000					200,000
McGean, J. A.	270,000	315,212	277,334				592,546
Nettleton	330,000	315,681					315,681
Noble, B.	95,000				64,000		64,000
North Lake	150,000	262,632		45,000			307,632
North Sea	150,000	239,320		20,000	46,597		305,917
North Star	150,000	107,800			46,480		154,280
Nyanza	110,000	104,423					104,423
Nye, H. B.	250,000	429,119					429,119
Ohl, E. N.	250,000	247,321					247,321
Oliver, H. W.	250,000	357,319	90,000	80,000			527,319
Omega	125,000	120,000					120,000
Osborne, F. M.	230,000	159,162			64,556		223,718
Paine, W. A.	300,000	105,074	129,378		103,150		337,602
Panay	200,000	298,170					298,170
Peavey, G. W.	200,000	349,356			123,264		472,620
Peavey, F. H.	250,000	299,310	60,000		113,867		473,177
Penobscot	250,000	221,647					221,647
Pollock, W. G.	250,000	240,000					240,000
Pope, E. C.	150,000	137,858			80,889		218,747
Rees, W. D.	200,000	148,901			49,200		198,101
Rhobus, The	250,000			243,784			243,784
Rhodes, J. W.	250,000	241,613					241,613
Sacramento	100,000		100,000				100,000
Saxona	250,000	235,339					235,339
Senator	220,000	294,118		50,000	50,395		394,513
Shaungessy, T.	300,000	551,950					551,950

No. 24.—STATEMENT showing List of Canadian and American Vessels, with capacity of same, and quantity, &c.—*Continued.*

American Vessels.	Capacity.	Quantity Carried.					
		Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
American Vessels—*Con.*							
Sills, H. S.	250,000	232,000					232,000
Sinaloa	250,000	172,769			59,491		232,260
Smith, M. C.	250,000	206,533					206,533
Smith, B. L.	250,000	153,462		58,796			212,258
Smith, L. C.	350,000	646,002					646,002
Smith, H. W.	250,000	437,401					437,401
Sonoma	250,000	60,000	170,000	56,728			286,728
Stanton, J.	330,000	300,860					300,860
Steinbrenner, H.	250,000	240,000					240,000
Sultana	200,000	303,009			37,359		340,368
Sullivan, J. J.	350,000	332,663					332,663
Taylor, Moses	250,000	221,028					221,028
Thompson	350,000	619,140					619,140
Thompson Smith	275,000	241,056					241,056
Truesdale	275,000	237,680			239,318		476,998
Uganda	120,000	50,000	96,223				146,223
Umbria	250,000	650,606	77,000	62,000	176,395		966,001
Upson, A. S.	250,000	128,551			70,760		199,311
Upson, J. E.	320,000	615,349					615,349
Uranus	150,000	130,000			53,143		183,143
Utley	320,000	307,000					307,000
Venus	150,000	118,271	..		50,880		169,151
Wainwright	250,000	240,317					240,317
Walt, W. H	120,000	72,012		30,000			102,012
Walsh, J. P.	300,000	565,615					565,615
Wallace, J. C.	350,000	347,654					347,654
Wells, F. B.	265,000	217,435					217,435
Weeks, J. L.	250,000	225,922					225,922
Western Star	250,000	237,220					237,220
Wilson, Capt. T.	250,000	668,465					668,465
Wissabicken	175,000	161,739					161,739
Wisconsin	275,000	634,296		62,255			696,551
Wolden	350,000	325,883					325,883
Woodruff	250,000	469,727		239,000			708,727
Yates	340,000	330,000					330,000
Yuma	150,000	386,884					386,884
Zimmerman	300,000	586,000					586,000
Totals (130)	30,630,000	40,152,970	2,315,629	1,660,888	2,861,302	.....	46,990,789

RECAPITULATION.

Canadian Vessels (No. 85)—							
To Canadian ports	8,522,000	45,499,197	18,284,629	1,367,159	1,108,838	7,064	66,266,887
To Foreign ports	.....	684,654			78,007		762,661
Foreign Vessels (No. 130)—							
To foreign ports	30,630,000	39,468,316	2,315,629	1,660,888	2,783,295		46,228,128
Totals	39,152,000	85,652,167	20,600,258	3,028,047	3,970,140	7,064	113,257,676

Average Capacity—
Canadian Vessels..... 100,257 bushels.
Foreign Vessels..... 235,615 "

No. 25.—Comparative Statement showing Shipments of Grain from Winnipeg and other points in the West, inspected at Winnipeg, Calgary and Duluth, and billed to points East and West by the All-rail Route, for the Crop Years 1899-1900, 1900-1, 1901-2, 1902-3, 1903-4, 1904-5, 1905-6, 1906-7, 1907-8, 1908-9, 1909-10, 1910-11 and 1911-12.

Crop Years, ending August 31.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1900	253,150	52,800	10,000	2,490		318,440
1901	68,060	64,800	2,000	4,980		139,840
1902	1,327,709	1,449,600	103,000	45,900		2,296,200
1903	1,644,000	406,500	116,400	263,000		2,429,900
1904	552,300	171,000	7,200	20,,000		750,500
1905	1,523,550	781,500	93,600	9,000		2,407,650
1906	1,448,280	851,928	139,680	5,000	2,400	2,447,288
1907	721,180	869,400	117,600	1,000	3,600	1,712,780
Calgary going East	6,420	469,800	3,600		2,400	482,220
" " West	167,990	572,400	31,200	2,000	1,200	774,790
Total All.rail, 1907	895,590	1,911,600	152,400	3,000	7,200	2,969,790
1908	705,130	770,400	26,400	2,000	1,200	1,505,130
Calgary going East	14,980	201,600				216,580
" " West	375,570	554,400	38,400		1,200	969,570
Duluth	1,359,340	118,800	70,800	32,000	..	1,571,940
Total All-rail, 1908	2,446,020	1,645,200	135,600	34,000	2,400	4,263,220
1909	263,550	1,342,800	14,400	10,000		1,630,750
Calgary going East	1,304,100	2,136,600	27,600	21,000	4,800	3,494,100
" " West	1,043,700	1,558,800	54,000	1,000	7,200	2,664,700
Duluth	1,325,100	118,800	70,800	52,000	..	1,566,700
Total All-rail, 1909	3,936,450	5,157,000	166,800	84,000	12,000	9,356,250
1910	106,500	1,238,800	26,400		1,000	1,372,700
Calgary going East	328,020	566,200	13,200	15,000	4,000	926,420
" " West	1,292,910	1,844,900	15,800	2,000	8,000	3,163,610
Duluth	3,714,720	646,000	223,200	75,000	..	4,658,920
Total All-rail, 1910	5,442,150	4,295,900	278,600	92,000	13,000	10,121,650
1911	314,975	1,354,700	51,600	..		1,721,275
Calgary going Esat	465,475	9,500	27,600	1,000		503,575
" " West	624,575	2,325,600	96,000	4,000	7,000	3,057,175
Duluth	1,244,850	3,800	2,400	37,000		1,288,050
Total All-rail, 1911	2,649,875	3,693,600	177,600	42,000	7,000	6,570,075
912	12,249,625	6,663,300	786,000	372,000	10,800	20,081,725
Calgary going East	522,450	326,800	60,000	6,000	3,600	918,850
" " West	981,475	3,744,900	87,600	6,000	7,200	4,827,175
Duluth	6,930,525	1,423,100	62,400	257,000		8;673,025
Total All-rail, 1912	20,684,075	12,158,100	996,000	641,000	21,600	34,500 775

No. 26.—Comparative Statement showing the Exports of Canadian Grain from the undermentioned Ports for the Calendar Years 1909, 1910, 1911 and 1912.

	Montreal.				Quebec.				St. John, N.B.			
	1909.	1910.	1911.	1912.	1909.	1910.	1911.	1912.	1909.	1910.	1911.	1912.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Barley	571,972	525,138	74,691	1,170,217					466,108	225,261	118,763	142,367
Beans	699	88	1,501	47					507	106	33	451
Buckwheat	192,282	115,920	30,096					288	1,084	60,325	8,481	2,817
Corn	289	1,471							344	704	17,177	8
Oats	521,243	3,430,956	5,613,897	4,679,728				38,415	108,307	510,271	525,239	381,793
Pease, whole	60,056	37,918	36,060	25,558					20,600	11,280	3,673	7,156
Pease, split	30,996	4,289	3,153						11,044	7,125	3,497	
Rye									15,020			
Wheat	14,300,137	16,537,149	15,305,721	23,190,668					7,050,910	6,794,146	6,411,552	8,286,695
Other grain										421		
Totals	15,677,674	20,652,932	21,065,122	29,066,218				38,703	7,673,924	7,609,642	7,088,415	8,821,287

	Halifax.				Vancouver.				Total.			
	1909.	1910.	1911.	1912.	1909.	1910.	1911.	1912.	1909.	1910.	1911.	1912.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Barley	55,773	17	185	104	42,0	22114899	1		1,135,875	865,345	193,643	1,312,688
Beans	943	1,531	2,909	1,412			35		2,149	1,725	4,478	1,910
Buckwheat									193,366	176,245	38,865	2,817
Corn	1,249	658	135	515	2	28			1,884	2,864	17,312	523
Oats	203,010	131,649	190,341	262,268	37,937	318,372	12,451	126,858	870,497	4,391,248	6,380,343	5,450,617
Pease, whole	492	12,512	9,000	17,036		58	18	37	81,148	61,768	48,751	49,787
Pease, split	42,815	77,559	79,795						84,855	88,973	86,445	
Rye									15,020			
Wheat	161,728	185,006	243,984	122,875	196,983	551,237	1,684	107,021	21,712,758	24,070,538	21,962,941	31,707,259
Other grain				3,250			20			421	20	3,250
Totals	469,010	408,962	526,349	407,460	276,941	987,594	14,209	233,916	24,097,552	29,659,130	28,732,798	38,528,881

In addition to the above, there were Exported from the ports of Montreal, Halifax, St. John and Vancouver, the following quantities of United States grain, viz.:—

		Wheat.	Corn.	Oats.	Barley.	Rye.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1907.		5,373,215	4,745,042		32,771	50,055	10,201,083
1908.		10,908,194	430,829	109,130	143,678	51,568	11,643,399
1909.		12,761,605	267,986	35,429	90,506	51,293	13,206,819
1910.		3,882,885	2,834,474	38,715			6,756,074
	Halifax			3,616	1		3,617
	Vancouver.	1,317					1,317
	Montreal...	1,623,172	5,391,388	49,190			7,063,750
1911.						Other grain	
	Halifax		100			52	152
	Vancouver.					20	20
	Montreal ..	7,335,491		2,010,257	78,793	143,454	9,567,998
1912.						Other grain	
	Halifax					3,333	3,333
	St. John		59,812				59,812

No. 27.—Comparative Statement of Canadian Wheat in Transit shipped from the following United States Ports for the Years ended June 30, 1907, 1908, 1909, 1910, 1911 and 1912.

Ports.	Quantities.					
	1907	1908	1909	1910	1911	1912
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Baltimore	368,285	88,432	465,773	1,801,294	2,200,518	5,317,498
Boston	7,716,389	7,687,745	7,420,969	8,012,253	5,158,468	10,512,406
New York	4,077,705	4,333,115	5,100,117	5,911,085	9,565,752	22,566,120
Philadelphia	2,071,776	2,473,284	5,690,749	4,995,553	3,703,191	11,937,070
Portland	4,915,665	5,186,129	4,809,880	6,409,286	3,564,299	5,174,759
Totals, bushels	19,149,820	19,768,705	23,487,488	27,129,471	24,192,228	55,507,853

Comparative Statement of Canadian Flour in Transit shipped from United States Ports for the Years ended June 30, 1907, 1908, 1909, 1910, 1911 and 1912.

Ports.	Quantities.					
	1907	1908	1909	1910	1911	1912
	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.	Bbls.
Baltimore	3,507	321	9,639	530	11,356	29,033
Boston	56,083	125,308	142,4-2	244,066	249,232	319,024
New York	265,131	199,614	275,891	723,573	657,048	660,765
Philadelphia	29,071	49,884	36,600	61,282	43,271	118,569
Portland	105,873	130,978	110,588	170,384	184,403	237,129
Totals, barrels	459,665	506,105	575,200	1,199,835	1,145,310	1,364,520

RATES of Insurance on Grain by Vessel from Fort William and Port Arthur to Lake Huron, Georgian Bay Ports, Buffalo and other U. S. Lake Ports, Kingston, Lake Ontario Ports and Montreal for Season of Navigation (April 27 to December 17, 1912).

To Bay Ports and Buffalo—April to May 31.
" " June, July and August.
" " Sept. 1 to Nov. 30, 1st class boats, 40c. per $100,
2nd class boats, 60c. per $100.
To Kingston and Lake Ontario Ports—April to May 31.
" " June, July and August.
" " Sept. 1 to Nov. 30, 1st class boats, 60c. per $100.
2nd class boats, $1 per $100.
To Goderich, Sarnia, Port Huron and Detroit—April to May 31,
" " " June, July and August.
" " " Sept. 1 to Nov. 30.
1st class boats, 60c. per $100,
2nd class boats, $1 per $100.

To Montreal—April to May 31,
" June, July and August,
" Sept. 1 to Nov. 30, 1st class boats, 70c. per $100,
2nd class boats, $1.25 per $100.
Sailings to Bay Ports, Lake Huron Ports, Buffalo, Port Huron and Detroit—
Dec. 1 to 5, 1 per cent.
Dec. 6 to 8, 1¼ per cent.
Dec. 9 to 10, 1½ per cent.

RATES of Insurance on Grain shipped from the undermentioned Ports.

Montreal to Liverpool—
May 1 to Sept. 15, 1912— 25c. per $100. Value of cargo.
" 30, 1912— 27½c. per $100.
Oct. 15, 1912— 30c. per $100.
" 30, 1912— 37½c. per $100.
Nov. 15, 1912— 40c. per $100.
" 25, 1912— 45c. per $100.

Halifax and St. John to Liverpool—
22½c. per $100, whole year.

New York and Boston to Liverpool—
15c. per $100, whole year.

No. 28.—RATES on Grain by Vessel from Fort William and Port Arthur to Montreal, Georgian Bay Ports and Buffalo for Season of Navigation 1912 (April 24th to December 11th, 1912).

No. 29.—STATEMENT showing List of Canadian and American Vessels, with capacity of same and quantity of each kind of grain carried by them, for the Season of Navigation, 1912; also recapitulation of quantity carried to Canadian and American Ports.

Canadian Vessels.	Capacity.	Quantity Carried.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush	Bush.	Bush.
Athabasca	40,000	247,743	225,352	49,177				522,272
Alberta	40,000	212,842	204,042					416,884
Assiniboia	60,000	260,602	233,379		21,443			515,424
Algonquin	97,000	277,243						277,243
Ames, A. E	63,000	85,383	445,634		80,546			611,563
Arabian	40,000	223,960	25,000		15,308			264,268
Advance	40,000	148,000	116,533					264,533
Acadian	110,000	499,334	290,235		40,305			829,874
Agawa	125,000	320,910	384,678					705,588
Atikokan	110,000	635,296						635,296
Beaverton	100,000	383,024	385,362	62,000	19,335			849,721
Bickerdike	50,000	91,793	349,588	16,000				457,381
Collingwood	240,000	1,650,732	469,865	48,693				2,169,290
Canadian	115,000	438,883	264,436	104,904	83,424			891,647
Corunna	50,000	271,560	113,638	19,452	19,892			424,542
Corona	110,000	106,939						106,939
Carleton	70,000	86,742	150,363					237,105
Crowe	165,000	2,079,360	239,660					2,319,020
City of Montreal	30,000	132,113	6,359	12,506				150,978
Doric	115,000	746,310	190,786	27,386				964,482
Dundee	105,000	512,587	172,309		47,415			732,311
Donnacona	105,000	295,061	155,834					450,895
Dunelm	110,000	436,802	310,229	39,618				786,649
Drummond, T. J	110,000	190,524	46,983					237,507
Edmonton	100,000	385,805	127,851	8,744				522,400
Emperor	300,000	3,659,981	170,000	70,135				3,900,116
Empress of Midland	125,000	775,909	92,344					868,253
Empress of Fort William	120,000	911,319	248,192	53,576				1,213,087
Easton	95,000	93,157						93,157
Fairmont	105,000	663,449	231,284		35,640			930,373
Forest City	Notknown	181						181
Gordon, D. A	80,000	611,716	299,875	2,439	68,323			982,353
Glenellah	110,000	570,774	167,912					738,686
Glenmount	110,000	455,789	55,849	44,992				556,630
Graham, G. A	110,000	481,290		190,229				671,519
Huronic	65,000	51,481						51,481
Hamonic	80,000	16,000		9,529				25,529
Hamiltonian	75,000	346,561	173,455	103,382				623,398
Iroquois	120,000	703,753	320,723					1,024,476
Ionic	55,000	573,996	267,617	17,028	47,120			905,761
Jaques, C. A	80,000	460,117	327,338	105,333	17,000			909,788
Keewatin	75,000	867,989	336,546	35,996	26,588			1,267,119
Kamiskotia	125,000	1,632,376	698,118		92,834		56,103	2,479,431
Kenora	75,000	218,902	530,093	17,000				765,995
Kinmount	115,000	678,416	253,036		27,092			958,454
Keybell	85,000	85,000						85,000
Leafield	80,000	254,589	59,463					314,052
Manitoba	50,000	295,444	369,159	27,494		3,100		695,197
Matthews, W. D	200,000	1,839,288	143,111	55,000				2,037,399
Mapleton	100,000	360,867	83,803					444,670
Midland King	200,000	2,458,062	436,655	432,953				3,327,650
Midland Queen	105,000	616,236	30,000	83,999				730,235
Midland Prince	310,000	1,805,539	887,479	85,090				2,778,018
Meaford	110,000	1,314,730	364,312					1,679,043
Marina	100,000	105,082		35,083	34,238			174,403
McKee, J. A	120,000	1,359,791	275,468	79,929	103,086			1,818,274
McKinstry, A. B	80,000	399,744	304,546	99,747				804,037
Neepawah	85,000	173,805	463,949					637,754

No. 29.—STATEMENT showing List of Canadian and American Vessels with capacity of same, and quantity, &c.—*Continued.*

Canadian Vessels.	Capacity.	Quantity Carried.						
		Wheat.	Oats.	Barley.	Flax.	Rye.	Screenings.	Totals.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush	Bush.	Bush.
Newona	120,000	1,785,193	954,939	178,928	62,540			2,981,600
Neebing	105,000	1,332,522	300,000					1,632,522
Nevada	50,000	247,488	165,588	17,139	18,468			448,683
Osler, E. B	330,000	2,843,940	304,774	80,000				3,228,714
Paliki	80,000	322,169						322,169
Plummer	55,000	173,154	309,709	20,341	22,628			525,832
Pellatt	55,000	125,000	222,414	22,303	24,740			394,457
Prince Rupert	105,000	182,504	376,109		34,385			592,998
Port Colborne	105,000	30,988	83,605					114,593
Paiponge	110,000	432,527	105,540	40,546				578,613
Renvoyle	105,000	228,514			25,408			253,922
Regina	90,000	541,110	269,098					810,208
Rosedale	82,000	321,125	176,490	51,030		2,029		550,674
Rosemount	85,000	704,624	220,084	77	31,157			955,942
Rhodes, R. R	75,000	111,200	102,134		35,871			249,205
Seguin	40,000	181,000	239,675					420,675
Strathcona	110,000	261,000	262,282					523,282
Stormount	110,000	434,098	412,153	3,981				850,232
Scottish Hero	130,000	692,681	899,779	142,420	93,433			1,828,313
Saskatoon	95,000	461,985	36,600					498,585
Senator Derbyshire	60,000		168,448					168,448
Saronic	40,000	38,000						38,000
Sindbad	20,000	7,029	20,531					27,560
Stadacona	330,000	175,000		167,369				342,369
Turret Cape	110,000	357,747	342,181	100,266	31,581			831,775
Turret Chief	110,000	638,524	500,585	102,729	138,161			1,379,999
Turret Court	110,000	778,948	301,559	69,444				1,149,951
Turret Crown	110,000	1,313,952	205,042					1,518,994
Tagona	75,000	316,766	267,169	22,252	56,045			662,232
Ungava	75,000	68,000						68,000
Wahcondah	70,000	114,331	93,000		33,650			240,981
Westmount	105,000	749,685	118,000					867,685
Wexford	100,000	898,253	949,043	29,324	123,427		61,400	2,061,447
Winona	120,000	951,833	412,355	60,000	54,175			1,478,363
Yorkton	90,000	169,917						169,917
Canadian (93)	9,507,000	53,551,691	21,317,309	3,045,473	1,565,168	5,129	117,503	79,602,273

No. 29.—STATEMENT showing List of Canadian and American Vessels with capacity of same, and quantity, &c.—*Continued.*

American Vessels	Capacity	Quantity Carried.					
		Wheat.	Oats.	Barley.	Flax.	Screenings	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
American Vessels—							
Agnew, W. C.	330,000	326,744					326,744
Andrews, M.	355,000	332,074					332,074
Ames, W.	330,000	323,827					323,827
Augustus, A. A.	320,000	305,614					305,614
Ashley, J. S.	310,000	306,333					306,333
Adams, T.	210,000	652,810			167,746		820,556
Aurora	110,000	220,000			109,252		329,252
Bransford	250,000	356,630			112,929		469,559
Barlum T.	280,000	577,360					577,360
Boland, J. J.	300,000	614,836					614,836
Butler, Jr., J. G.	330,000	329,453					329,453
Brown, J. J. H.	350,000	264,722	356,918				621,640
Brower, A. G.	200,000	238,078			124,759		362,837
Bulgarie	95,000	91,000					91,000
Beatty, C.	70,000				47,417		47,417
Brazil	120,000	43,093			58,181		101,274
Barlow, J. H.	310,000	338,000					338,000
Bradley, M. A.	290,000	270,000					270,000
Brown, W. W.	180,000	107,850		87,487			195,337
Clark, A. S.	235,000	230,061					230,061
Curry	240,000	321,075	85,000		37,007		443,082
Chili	125,000	658,423	23,529	36,000	167,560	47,003	932,515
Craig, G. L.	210,000	373,535	15,380	1,174	192,312	3,034	585,435
Coulby, H.	350,000	475,127			246,746	934	722,807
City of London	105,000	101,000			216,085		317,085
City of Paris	105,000	103,749					103,749
City of Berlin	105,000	100,000			101,420		201,420
City of Naples	120,000	313,649					313,649
Christopher	220,000	447,261					447,261
Carnegie A.	230,000	230,175					230,175
Crete	310,000	295,807					295,807
Cowle, J. B.	360,000	244,000					244,000
Deleware	170,000	165,000					165,000
Denmark	290,000	270,001					270,001
Durston, J. F.	240,000	75,000			170,356		245,356
Davidson, L. R.	310,000	346,402					346,402
England, R. W.	200,000	348,000		40,000			388,000
Earling, E. J.	360,000	354,150					354,150
Foster, P.	100,000	17,060	52,630	88,772	57,557		216,019
Fisher, E. L.	Notknown				54,411		54,411
Flower, R. P.	85,000	81,553					81,553
Fitzgerald, W. E.	240,000	126,729			115,200		241,929
Godebic	90,000	85,791			87,214		173,005
Gilchrist, J. C.	240,000	247,000					247,000
Gilchrist	220,000	149,010			55,583		204,593
Hutchinson, C. L.	300,000	305,000					305,000
Hawgood, H. B.	350,000	411,830	79,824	175,116	60,597		727,367
Holmes, E. T.	250,000	723,753					723,753
Hanna, D. R.	350,000	576,528		131,371			707,899
Heffelfinger, F.	250,000	1,273,618	180,563	115,437	158,589		1,728,207
Hubbard, C.	140,000	443,623			77,317		520,940
Hebard, C. S.	315,000	329,082					329,082
Hutchinson, J. T.	200,000	185,495					185,495
Hecker, F. J.	300,000	282,000					282,000
Hoyt, J. H.	250,000	216,942					216,942
Jenks, J. M.	240,000	288,912			166,368		455,280
Jupiter	200,000	189,050					189,050
King, W. L.	450,000	420,000					420,000
Lewiston	100,000	95,908		64,226	34,746		194,880
Leonard, G. B.	210,000	389,000					389,000
Laughlin, J.	360,000	365,858					365,858

No. 29.—STATEMENT showing List of Canadian and American Vessels with capacity of same, and quantity, &c.—*Continued.*

American Vessels.	Capacity.	Quantity Carried.					
		Wheat.	Oats.	Barley.	Flax.	Screenings	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
American Vessels—*Con.*							
Leopold, N. F.	340,000	725,170					725,170
Lake Shore	220,000	190,000					190,000
Luzon	180,000	79,000			106,010		185,010
Mack, W. H.	200,000	343,211			39,600		382,811
Meacham, D. B.	330,000	327,803					327,803
Minch, A. C.	215,000	212,500					212,500
Mitchell, A.	100,000	182,435					182,435
Maryland	135,000	130,168					130,168
Moore, J. W.	100,000	100,000					100,000
Milinokett	335,000	330,000	401,111				731,111
Marina	105,000	201,536					201,536
Minnetonka	140,000	137,021					137,021
Maruba	120,000	27,616			56,719		84,335
Malta	150,000				358	229,778	230,136
Minnekahta	140,000	132,768					132,768
Miller, P. P.	200,000	194,113					194,113
Morse, J. C.	360,000				347,970		347,970
Mullen, M.	260,000	241,276					241,276
Mark, W. S.	190,000				188,553		188,553
Miller, L. B.	310,000	301,757					301,757
McGean, J. A.	270,000	318,135	277,334				595,469
McWilliams, J. J.	180,000	173,339					173,339
Nyanza	110,000	207,423					207,423
North Star	150,000	107,800			46,480		154,280
North Lake	150,000	262,632		45,000			307,632
North Sea	150,000	239,319		20,000	46,597		305,916
Noble B.	95,000				64,000		64,000
Neptune	190,000	132,233			56,145		188,378
Nye, H. B.	250,000	162,000		60,000			222,000
Nettleton, A. E.	330,000	303,021					303,021
Norton, D. Z.	300,000	300,000					300,000
Nottingham, W.	240,000	44,880	185,498	66,000			296,378
Norway	330,000	330,708					330,708
Oliver, H. W.	250,000	372,691	90,000	80,000			542,691
Omega	125,000	120,000				205,309	325,309
Osborne, F. M.	230,000	159,162			64,556		223,718
Nohl, E. N.	250,000	542,284		158,285	129,483		830,052
Pollock, W. G.	250,000	440,424			66,348		506,772
Peavey, F. H.	250,000	806,119	60,000	38,549	293,804		1,198,472
Paine, W. A.	300,000	402,324	129,378		103,150		634,852
Panay	200,000	343,000			57,206	129,342	529,548
Pope, E. C.	150,000	137,858			80,889		218,747
Peavey, G. W.	200,000	549,356			162,264		711,620
Penobscot	250,000	166,880		70,000			236,880
Reed, J. H.	140,000	277,955					277,955
Smith, M. C.	250,000	609,777		66,431			676,208
Smith, L. C.	350,000	747,306		133,000	62,488		942,794
Smith, B. L.	250,000	519,590		123,156			642,746
Smith, H. W.	250,000	305,703			169,750		475,453
Smith, W. L. Sir	240,000				208,072		208,072
Shaughnessy, S. I.	300,000	275,545					275,545
Steinbrenner, H.	250,000	462,959					462,959
Senator	220,000	142,306			50,395		192,701
Sacramento	100,000		100,000				100,000
Sultana	200,000	129,258			37,359		166,617
Spalding, J.	70,000				37,072		37,072
Sinaloa	250,000	236,000					236,000
Saturn	200,000	294,147			73,204		367,351
Schuck, R. E.	260,000	429,000	86,800				515,800
Sylvania	330,000	321,516					321,516
Stanton, J.	330,000	540,452			107,844		648,296
Saxona	250,000	240,098					240,098

No. 29.—STATEMENT showing List of Canadian and American Vessels with capacity of same, and quantity, &c.—*Concluded.*

American Vessels.	Capacity	Quantity carried.					
		Wheat.	Oats.	Barley.	Flax.	Screenings	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
American Vessels—*Con.*							
Sonora	180,000	113,334			77,600		190,934
Saunders, E. N	220,000	216,077					216,077
Stearn, A	360,000	239,000		132,261			371,261
Socapa	340,000	318,599					318,599
Truesdale	275,000	267,464			239,318		506,782
Thompson, S	275,000	1,025,603					1,025,603
Thompson, A. W	350,000	680,000					680,000
Upson, J. E	320,000	303,774			327,496		631,270
Utley, E. H	320,000	564,512	115,891				680,403
Umbria	250,000	416,670	77,000	62,000	176,395		732,065
Uganda	130,000	50,000	96,223				146,223
Uranus	150,000	186,000		84,867	106,806		377,673
Venus	150,000	118,270			50,880		169,150
Wilson, Capt. T	250,000	221,465					221,465
Walsh, J. P	300,000	277,615					277,615
Wallace, J. C	300,000	321,567					321,567
Wolvin, A. B	360,000	325,883					325,883
Wells, F. B	265,000	703,136					703,136
Wisconsin	275,000	682,061		62,255			744,317
Wolf, W. H	120,000	72,012		30,000			102,012
Wissahickon	175,000	161,739					161,739
Woodruff, L	250,000	236,227					236,227
Warner, C. M	200,000	366,961			39,600		406,561
Walker, P. G	240,000	490,000					490,000
Wilkinson, H. S	200,000	157,868			58,405		216,273
Whitney, D. M	240,000	306,414			178,973		485,387
Wainwright	250,000	251,000					251,000
Widlar, F	250,000				227,311		227,311
Yuma	150,000	255,946					255,946
Zimmerman, E	300,000	292,000					292,000
American (154)	34,900,000	44,185,353	2,413,079	1,971,387	6,758,452	615,400	55,943,671

RECAPITULATION.

Canadian vessels (No. 93)	9,507,000	53,217,862	21,317,309	2,878,105	1,369,249	Rye 5,129	78,787,654
To Canadian Ports		53,217,862	21,317,309	2,878,105	1,369,249	Rye 5,129	78,787,654
To Foreign Ports		333,829		167,369	195,920	Sc. 117,503	814,621
		53,551,691	21,317,309	3,045,474	1,565,169	117,503	79,602,273
Foreign vessels (No. 154)	34,900,000						
To Foreign Ports		44,185,353	2,413,079	1,971,387	6,758,452	615,400	55,943,671
Totals	44,407,000	97,737,044	23,730,388	5,016,861	8,323,621	Rye 5,129 732,903	135,545,946

Average Capacity—
Canadian Vessels, Season of Navigation, 102,225 Bushels.
Foreign Vessels, " " 226,624 "

No. 30.—Reputed Acreage under Crop in the Provinces of Manitoba, Saskatchewan and Alberta, for the Years 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911 and 1912.

Crops of	Wheat—Acres.				Oats—Acres.					Barley—Acres.		
		Northwest Territories.				Northwest Territories.				Northwest Territories.		
	Manitoba.	Saskatchewan.	Alberta.	Totals.	Manitoba.	Saskatchewan.	Alberta.	Totals.	Manitoba.	Saskatchewan.	Alberta.	Totals.
1900	1,457,396	412,864		1,870,260	429,108	175,439		604,547	155,111	17,044		172,155
1901	2,011,835	504,697		2,516,532	689,951	229,439		919,390	191,009	24,702		215,711
1902	2,039,940	625,758		2,665,698	725,060	310,367		1,035,427	329,990	36,445		366,435
1903	2,442,873	837,234		3,280,107	855,431	440,662		1,296,093	326,537	69,667		396,204
1904	2,369,118	965,549		3,334,667	943,574	523,634		1,467,208	361,004	86,154		447,158
1905	2,613,588	1,130,084	107,527	3,881,199	1,031,239	449,936	212,801	1,723,976	432,298	32,946	64,530	529,774
1906	3,141,537	1,730,586	177,127	5,049,250	1,155,961	639,893	335,728	2,131,582	474,242	53,565	73,588	601,395
1907	2,789,553	2,047,724	207,900	5,045,177	1,213,596	801,810	307,093	2,322,499	649,570	79,339	54,698	783,607
1908	2,850,640	3,703,563	258,817	6,813,020	1,216,632	1,772,976	400,702	3,390,310	658,441	229,574	73,086	961,101
1909	2,642,111	4,085,000	330,000	7,057,111	1,373,683	2,240,000	500,000	4,113,683	601,008	244,000	100,000	945,008
1910	2,962,187	4,664,834	592,960	8,219,981	1,486,136	2,082,607	492,589	4,061,632	624,644	234,394	90,901	949,939
1911	3,339,072	5,232,248	1,616,899	10,188,219	1,628,562	2,492,806	1,178,410	4,999,778	759,977	244,993	156,418	1,161,388
1912	2,653,100	4,891,500	1,417,200	8,961,800	1,269,000	2,285,600	1,359,300	4,913,900	454,600	180,300	174,900	809,800

Crops of	Flax Acres.				Total Acreage.			
	Manitoba.	Saskatchewan.	Alberta.	Totals.	Manitoba.	Saskatchewan.	Alberta.	Totals.
*1900	10,000			10,000	2,051,615	605,347		2,656,962
1901	20,979			20,979	2,913,774	758,838		3,672,612
1902	41,200	17,067		58,267	3,136,190	989,637		4,125,827
1903	55,900	32,431		88,331	3,680,741	1,379,994		5,060,735
1904	35,428	16,264		51,692	3,752,241	1,591,601		5,343,842
1905	24,770	25,315	581	50,666	4,131,895	1,638,281	415,439	6,185,615
1906	18,790	76,005	3,647	98,442	4,790,530	2,500,049	590,090	7,880,669
1907	25,915	128,528	17,230	161,673	4,678,634	3,057,401	576,921	8,312,956
1908	50,187	264,728	8,046	322,961	4,775,900	5,970,841	740,651	11,487,392
1909	‡25,096	319,100	†11,200	355,396	4,641,898	6,888,100	941,200	12,471,198
1910	Rye 6,361 Peas 2,247 41,002	396,230	Rye 1,522 15,271 Rye 20,659	462,633	5,122,877	7,378,065	1,193,243	13,694,185
1911	85,836 Rye 6,167	932,408	93,662 Rye 21,000	1,138,732	5,819,611	8,602,455	3,066,018	17,488,117
1912	94,000	1,463,000	111,100	1,689,400	4,470,700	8,820,400	3,083,800	16,374,900

Note.—Previous to 1905, the province of Saskatchewan and Alberta were grouped as the Northwest Territories.

†591 and 151 acres of this is rye and speltz, respectively.

*1,000 and 500 acres of this is rye and speltz, respectively, Alberta. ‡3,007 and 1,454 acres of this is rye and peas, respectively, Manitoba.

No. 31.—STATEMENT showing the estimated average yield per acre of the various grains grown in the Provinces of Manitoba, Saskatchewan and Alberta, for the years 1898 to 1912.

Years.	Manitoba.	Yield per Acre.—Wheat.			Yield per Acre.—Oats.			Yield per Acre—Barley.			Yield per Acre.—Flax.		
		Saskatchewan.	Alberta.		Manitoba.	Saskatchewan.	Alberta.	Manitoba.	Saskatchewan.	Alberta.	Manitoba.	Saskatchewan.	Alberta.
			Spring.	Winter.									
1898	17.41	17.30	25.27		35.02	23.95	44 50	29 17	21 81	32 00	14 00		
1899	17.13	18.49	23 74	....	38.30	30 17	42 16	29 40	20 97	26 80	14 00		
1900	8.9	9.	19 22		20 5	16 68	33 82	18 9	18 16	25 37	8 4		...
1901	25.1	25 41	24.58		40 3	44 76	40 68	34 2	31 48	32 81	12 7		
1902	26.	22.57	18.86		47.5	30 93	31 74	35 9	20 91	21 31	13 7	9.80	12 0
1903	16.42	19.44	18.65	23 95	38 62	32 71	31 95	26.66	24 94	25 51	10 5	9 2	9 34
1904	16.52	17.51	16 58	18 33	38.8	31 04	31 04	30 54	24 27	26 12	13 1	10 45	13 638
1905	21.07	23.09	21.46	21.41	42 6	42.70	39.18	32.5	27 11	27 36	13 2	15 73	14 34
1906	19.49	21 40	23 07	21.11	43.85	37.45	39 12	36 96	24 57	29.32	14 6	9 35	10 65
1907	14.22	13.52	18.25	20.66	34.8	29 09	30 11	25.7	17.02	19 78	12.25	10 62	7 87
1908	17.28	13.68	18.81	29.47	36.8	27.29	36.93	27 54	17.28	25 03	11 8	9.78	7.96
1909	17.33	22.1	25.	25.	37.1	47.1	40.	27.31	32.1	25.	12 29	13 9	8¼
1910	13 47	15 58	12.61	15.48	28.7	30.40	24.64	20.75	24 58	20.78	9.97	7.68	3 02
1911	18.29	18.50	.....	.....	45.3	45.0	.....	31.5	28.0	....	14.00	11 13	.
1912	22.20	19.18	21.54	21.83	42.40	45.99		32.92	32 87	33.05	12.49	12.941	12.83

No. 32.—Estimated Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.—*Concluded.*

Years.	Wheat—Acres.						Oats—Acres.					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	1,445,545		26,867			1,472,412	2,398,834		178,992			2,577,826
1901	1,269,635	133,764	26,010	16,327		1,445,736	2,408,464	1,349,384	184,114	90,924		4,032,886
1902	1,051,707		22,602			1,074,309	2,500,758		171,913			2,672,671
1903	913,546		21,544			935,090	2,638,665		176,909			2,815,574
1904	833,485		20,410			853,895	2,654,936		178,074			2,833,010
1905	986,329		20,684			1,007,013	2,668,416		187,146			2,855,562
1906	959,032		20,824			979,856	2,716,711		194,647			2,911,358
1907	820,678	107,698	20,601	20,419	35,847	1,005,243	2,932,509	1,483,163	194,211	128,779	174,930	4,913,592
1908	821,766	105,500	17,579	20,600	27,600	993,045	2,774,259	1,542,500	191,865	135,000	150,100	4,793,724
1909	798,536	100,500	14,447	20,600	26,100	960,183	2,695,585	1,574,100	194,815	138,000	184,000	4,786,500
1910	872,792	99,400	13,988	21,630		1,007,810	2,757,933	1,649,600	196,795	144,900		4,749,228
1911	971,203	71,086	13,226	9,917		1,065,432	2,699,230	1,430,677	198,120	84,499		4,412,526
1912	671,000	63,100	12,400	12,800	30,700	790,000	2,637,000	1,170,400	186,000	97,600	177,000	4,268,000

Years.	Barley—Acres.						Peas—Acres.					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	557,810		5,053			562,863	661,592					661,592
1901	637,201	104,017	4,396	7,679		753,293	602,724	77,960		148		680,832
1902	661,622		4,235			665,857	532,639					532,639
1903	709,839		4,113			713,952	407,133					407,133
1904	772,434		3,906			776,340	339,260					339,260
1905	772,633		4,104			776,737	374,518					374,518
1906	756,163		4,277			760,440	410,356					410,356
1907	766,891	112,979	4,094	10,234	5,497	899,695	340,977	55,817		1,635	636	399,065
1908	734,029	109,600	3,416	9,700	5,900	862,645	396,642	51,900		1,500	600	450,642
1909	695,262	108,400	10,600		5,900	820,162	381,609	46,400		1,500	600	430,109
1910	626,144	104,000		10,900		741,044	403,414	44,000		11,500		458,914
1911	616,977	106,010		6,361		729,348	304,491	33,048		195		337,734
1912	500,000	91,300	2,500	5,600	4,400	603,800	220,000	29,000	560	190	70	249,820

No. 32.—Estimated Acreage under Crop in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the undermentioned years.

Years.	Rye—Acres.						Corn—Acres.					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	142,213					142,213	330,772					330,772
1901	158,236	19,530		1,015		178,781	323,923		55,815	1,757		381,495
1902	189,318					189,318	371,959					371,959
1903	179,277					179,277	378,924					378,924
1904	130,702					130,702	339,882					339,882
1905	101,292					101,292	295,005					295,005
1906	79,870					79,870	470,252					470,252
1907	69,745	22,005		845	49	92,644	544,288			2,055	1,016	547,359
1908	87,908	20,200				108,108	533,443	33,600				567,043
1909	94,661	19,000				113,661	322,789	32,200				354,989
1910	95,397	17,700				113,097	320,	29,000519				349,618
1911	98,652	20,440		963		120,055	308,350	25,273				333,623
1912	95,000	19,200		910		115,110	271,700	21,000		150		292,850

Years.	Buckwheat—Bcres.						Total—Acres.					
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.	Ontario	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Total.
1900	102,570		69,165			171,735	5,659,336		280,077			5,939,413
1901	88,266	102,602	70,114	9,345		270,327	5,488,449	1,843,072	284,631	127,195		7,743,350
1902	93,324		63,022			156,346	5,308,003		261,772			5,569,775
1903	95,487		61,495			156,982	5,322,871		264,061			5,586,932
1904	100,608		61,574			162,182	5,161,307		263,964			5,425,271
1905	101,591		60,565			162,156	5,198,193		272,499			5,470,692
1906	106,444		57,588			164,032	5,498,828		277,336			5,776,164
1907	113,039	1,248	58,262	18,657	4,294	195,500	5,588,127	1,782,910	277,168	182,624	222,269	8,053,098
1908	140,605	91,400	58,444	18,000	3,900	312,349	5,488,652	1,954,700	271,304	184,800	188,100	8,087,556
1909	176,630	70,600	56,735	18,000	3,840	325,805	5,165,072	1,951,200	265,997	188,700	220,400	7,791,369
1910	194,913	69,456	56,305	18,000		338,674	5,271,112	2,013,255	267,088	206,930		7,758,385
1911	189,039	110,609	55,979	7,904		363,531	5,187,942	1,797,143	267,325	109,329		7,362,249
1912	201,700	114,600	60,500	7,500	2,700	387,000	4,596,400	1,508,600	261,960	124,750	214,870	6,706,580

No. 33.—STATEMENT showing the Estimated average yield per acre, of the following various grains grown in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the years 1898 to 1912.

Years.	Wheat.						Oats.				
	Ontario.		Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
	Fall.	Spring.									
1898	24·	17·7	....	.	.. ..	....	36·6	. ...	... .	.	
1899	13·3	17·7					38·0	.. ..	.		
1900	21·9	18·4			.		37·4	. ...			
1901	17 5	15 4					32·5	... .			
1902	27 0	20·0		20·0			42·6	. ..	30·8	.	
1903	25·9	18 7		21·1			41·6		32·7		
1904	15 1	15 4		17 6			38 5	..		28 9	
1905	22·5	18 8		19 6			39 6	.	29 3		
1906	23 9	19 0		19 5			39·9	.	29·2		
1907	23 0	17 1		19 9			28 5		29·5		
1908	24 2	15·5	13 50	16 6	20 0		34·8	23·0	28·1	30 0	
1909	21 1	16 5	16 71	18 5	20 0		33 5	27·0	29·1	30·0	
1910	26 7	19 3	18 ·8	19 0	25 0		37 0	29 66	29·7	38 0	
1911	21 1	17·2	17 73	19 2	21 05		31 1	26 22	30·1	29 24	
1912	20 63	18 77	16 17	18 11	20 19	18 39	31 85	25 86	28·81	32 53	40 77

Years.	Barley.					Corn.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898	28·9		.			70·9				
1899	30·2					65·0	.			
1900	29·3					81·9				
1901	26 3					76·7				
1902	33·1		25·1	. .		55·1				
1903	34·3		25·1	.	...	77·3				
1904	31·8		22·7		. . .	61·4				
1905	31·4		23 5	. .		70 9		.		
1906	33·4	.	23·2		. .	82·9				
1907	28·3		23·5			64·7				
1908	28·5	19·80	22·2	23·0		78·8	33·50	.		
1909	27·0	24·02	.	23·0	.	70·1	32·50	.. .		
1910	30·5	24 49		29·0	.	77·7	29·54	. .		
1911	26·3	22·76		25·77		71·1	30·32	.		
1912	29·49	23·69	27·42	27·22	32·01	59·06	24·47	.	58 50	

No. 33.—STATEMENT showing the Estimated average yield per acre of the various grains grown in the Provinces of Ontario Quebec, New Brunswick, Nova Scotia and Prince Edward Island, for the Years 1908 to 1912.—*Concluded.*

YEARS.	RYE.					PEAS.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898	16·2					15 6				
1899	16·6					20·4				
1900	16·6					21·2				
1901	16·1					16·7				
1902	18·15					14·4				
1903	16 6					21·9				
1904	15·3					19·5				
1905	16·9					19 0				
1906	16·6					18 0				
1907	15·5					21 6				
1908	16 5	16·10				18 7	13·00		19·00	
1909	16·6	17·60				20·0	16 20		24 00	
1910	17·0	17·10				14 9	16 57		21·00	
1911	15·8	15·72		16 00		14·7	15·91		22 40	
1912	18·38	15·44		16·40		14·95	15 11	16·14	25·50	22 33

YEARS.	BUCKWHEAT.					FLAX.				
	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Ontario.	Quebec.	New Brunswick.	Nova Scotia.	Prince Edward Island.
1898	15·8									
1899	16·7									
1900	18·3									
1901	19·9									
1902	20·5		23·8							
1903	21·5		23·1							
1904	20·5		20·4							
1905	21·7		19·1							
1906	16·8		20·4							
1907	22·5		24·9							
1908	23·6	23·10	23·4	31·						
1909	24·2	28·08	24·7	26·						
1910	24·1	26·65	24·6	27·						
1911	20·4	22·57	20·9	21·81						
1912	26·74	26·44	24·36	26·27	36·83		9·66			

No. 34.—Estimated Grain Production in Canada.

Note.—Fall; S.—Spring; W.—Winter.

Province.	Wheat.	Oats.	Barley.	Flax.	Rye.	Pease.	Buckwheat	Totals.
1900	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Ontario	F. 23,369,737 / S. 6,940,333	89,693,327	16,909,751		2,357,635	14,058,198	1,874,261	155,203,242
New Brunswick	504,301	5,281,690	120,222				1,527,610	7,433,823
Manitoba	13,025,252	8,814,312	2,939,477	164,313	25,792	9,048		24,978,194
N. W. Territories	4,028,294	4,226,152	353,216					8,607,662
Totals	47,867,917	108,015,481	20,322,666	164,313	2,383,427	14,067,246	3,401,871	196,222,921
1901								
Ontario	F. 16,017,029 / S. 5,498,751	78,334,490	16,761,076		2,547,313	10,089,173	1,757,071	131,004,903
New Brunswick	478,886	4,944,992	99,540					5,523,418
Manitoba	50,011,835	27,796,588	6,536,155	266,420	62,261	16,349		84,689,608
N. W. Territoires	12,808,447	11,113,066	795,100	195,100				24,911,713
Totals	84,814,948	122,189,136	24,191,871	461,520	2,609,574	10,105,522	1,757,071	246,129,642
1902.								
Ontario	F. 20,233,669 / S. 6,048,024	106,431,439	21,890,602		3,509,332	7,664,679	1,911,683	167,689,428
New Brunswick	453,640	5,313,349	106,701				1,501,731	7,375,421
Manitoba	53,077,267	34,478,160	11,848,422	564,440	49,900	34,154		100,052,343
N. W. Territories	13,956,850	10,661,295	870,417	170,670				25,659,232
Totals	93,769,450	156,884,243	34,716,142	735,110	3,559,232	7,698,833	3,413,414	300,776,424
1903.								
Ontario	F. 17,242,763 / S. 4,650,707	110,228,103	24,378,817		2,970,768	8,924,650	2,049,169	170,444,977
New Brunswick	456,235	5,791,607	105,117				1,424,728	7,777,687
Manitoba	40,116,348	33,035,744	8,707,252	586,950	88,182	41,483		82,575,959
N. W. Territories	16,029,149	14,179,705	1,842,284	292,852				32,343,990
Totals	78,495,202	163,235,159	35,033,470	879,802	3,058,950	8,966,133	3,473,897	293,142,613

No. 34.—Estimated Grain Production in Canada.—*Continued.*

Note.—F.—Fall; S.—Spring; W.—Winter.

Province.		Wheat.	Oats.	Barley.	Flax.	Rye.	Peas.	Buckwheat.	Totals.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1904									
Ontario	F.	9,160,623	102,173,443	24,567,825		2,001,826	6,629,866	2,066,234	150,070,920
	S.	3,471,103							
New Brunswick		359,545	5,153,262	88,772				1,262,050	6,863,629
Manitoba		39,162,458	36,289,979	11,177,970	464,106	125,860			87,220,373
N. W. Territories		16,875,537	16,365,846	2,206,577	171,437				35,619,397
Totals		69,029,266	159,982,530	38,041,144	635,543	12,127,686	6,866,629	3,328,284	279,774,31
1905									
Ontario	F.	17,933,961	105,563,572	24,265,394		1,714,951	7,100,021	2,199,652	162,360,178
	S.	3,582,627							
New Brunswick		404,897	5,486,528	96,809				1,157,237	7,145,471
Manitoba		55,761,416	45,484,025	14,064,175	326,964	173,075	53,706		115,863,361
Saskatchewan		26,107,286	19,213,055	893,396	398,399				46,612,136
Alberta		2,306,521	9,514,180	1,773,914	8,333				13,602,955
Totals		106,096,711	185,261,360	41,093,688	733,700	1,888,026	7,153,727	3,356,889	345,584,101
1906.									
Ontario	F.	18,841,774	108,341,455	25,253,011	*23,988,682	1,327,582	7,388,987	1,792,903	190,201,394
	S.	3,267,000							
New Brunswick		406,853	5,695,580	99,355				1,179,998	7,381,786
Nova Scotia		200,000	2,100,000	150,000		14,000			2,464,000
Manitoba		61,250,413	50,692,977	17,532,553	274,330	100,680	67,301		129,918,254
Saskatchewan		37,010,098	23,965,528	1,316,415	710,689		†19,480		63,052,210
Alberta	W.	1,301,359	13,136,913	2,157,957	38,491	22,462	†11,423		19,333,269
	S.	2,664,661							
British Columbia		533,333	1,529,411	625,000					2,687,744
Totals		125,505,491	205,461,864	47,134,291	*23,988,682 1,023,510	1,464,724	†30,903 7,456,288	2,972,901	1415,038,654
1907.									
Ontario	F.	15,545,491	83,524,301	21,718,332	*22,247,931	1,081,706	7,365,036	2,546,468	156,502,916
		2,473,651							
New Brunswick		410,714	5,748,134	96,558				1,451,911	7,707,317
Nova Scotia		336,318	4,105,580	283,646		14,088			4,739,632

Quebec. ..	F.	47,563	41,327,762	2,885,347	. .	340,000	1,017,223	2,811,810	50,121,869
	S.	1,692,164							
Prince Edward Island		582,450	6,313,872	172,371	.	939	9,088	141,194	7,219,914
Totals, Eastern Provinces		21,088,351	141,019,649	25,156,254	*22,247,931	1,436,733	8,391,347	6,951,383	226,291,648
Manitoba		39,688,266	42,140,745	16,752,724	317,347	83,682	27,521		99,010,285
Saskatchewan..		27,691,601	23,324,963	1,350,265	1,364,716				53,731,485
Alberta. . . .	W.	1,932,925	9,217,914	1,082,460	50,002	10,595	†3,346	. .	14,588,852
	S.	2,261,610							
British Columbia. . . .		442,000	1,730,000	88,560	.	21,600	. .	. . .	2,282,160
Totals, Western Provinces .		72,016,402	76,413,562	19,274,009	1,732,065	115,877	†3,346 27,521	. .	169,612,782
Grand Totals.		93,104,753	217,463,211	44,430,263	*22,247,931 1,732,065	1,552,610	†3,346 8,418,868	6,951,383	395,904,430
1908.									
Ontario	F.	16,430,476	96,626,419	20,888,569	*23,601,122	1,453,616	7,401,336	3,323,666	171,922,922
	S.	2,197,716							
New Brunswick .		292,491	5,396,273	75,915				1,372,072	7,136,751
Nova Scotia . .		412,000	4,050,000	223,100			28,500	558,000	5,271,600
Quebec..		1,424,000	35,478,000	2,170,000	*1,126,000	325,000	675,000	2,111,000	43,309,000
Prince Edward Island		125,000	6,124,000	248,000			14,000	129,000	6,940,000
Totals, Eastern Provinces		21,181,683	147,674,692	23,605,584	*24,727,122	1,778,616	8,118,836	7,493,740	234,580,273
Manitoba		49,252,539	44,686,013	18,135,757	502,206	334,609	147,033		113,058,187
Saskatchewan.. .		50,654,629	48,379,838	3,965,724	2,589,352	55,008		†90,713	105,735,264
Alberta.	S.	4,001,503	15,922,974	1,949,164	73,762	22,625		†9,697	25,073,147
	W.	3,093,422							
British Columbia		464,100	1,816,500	93,000		22,700		.	2,396,300
Totals, Western Privonces .		107,466,193	110,805,355	24,143,645	3,165,320	434,942	147,033	†100,410	246,262,898
Grand Totals		128,647,876	258,480,047	47,749,229	*24,727,122 3,165,320	2,213,558	8,265,869	†100,410 7,493,740	480,843,171
1909.									
Ontario	F.	15,967,653	90,235,579	18,776,777	*22,619,690	1,573,921	7,613,656	4,280,790	163,291,633
	S.	2,223,567							
New Brunswick		268,079	5,682,338	70,000				1,405,775	7,426,192
Nova Scotia		412,000	4,140,000	243,800			36,000	468,000	5,299,800
Quebec		1,679,000	42,501,000	2,601,000	*1,047,000	335,000	752,000	1,982,000	50,900,000
Prince Edward Island		537,000	7,216,000	275,000			19,000	130,000	8,207,000
Totals, Eastern Provinces . .		21,087,299	149,804,917	21,969,577	*23,666,690	1,908,921	8,420,656	8,266,565	235,124,625

No. 34.—Estimated Grain Production in Canada.—*Concluded.*

Note.—F.—Fall; S.—Spring; W.—Winter.

Province.		Wheat.	Oats.	Barley.	Flax.	Rye.	Pease.	Buckwheat	Totals.
1909—*Concluded.*		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Manitoba		45,774,707	50,983,056	16,416,634	253,636	50,891	25,527		113,504,451
Saskatchewan		90,215,000	105,465,000	7,833,000	4,448,700				207,961,700
Alberta	S.	6,250,000	20,000,000	2,500,000	82,450	18,000	11,500		30,861,950
	W.	2,000,000							
British Columbia		460,524	2,162,350	91,474	. .	...			2,714,348
Totals, Western Provinces		144,700,231	178,610,406	26,841,108	4,784,786	68,891	37,027		355,042,449
Grand Totals		165,787,530	328,415,323	48,810,685	4,784,786 *23,666,690	1,977,812	8,457,683	8,266,565	590,167,074
1910.									
Ontario	F.	19,837,172	102,084,924	19,103,107	*24,900,386	1,620,333	6,016,003	4,693,881	180,745,639
	S.	2,489,833							
New Brunswick		265,848	5,847,877			.....		1,390,717	7,504,442
Nova Scotia		534,255	5,550,200	316,000	.		31,500	486,000	6,917,955
Quebec		1,827,000	48,927,000	2,547,000	*860,000	308,000	729,000	1,851,000	57,049,000
Prince Edward Island		550,000	6,250,000	225,000	..		12,000	115,000	7,152,000
Totals, Eastern Provinces		25,504,108	168,660,001	22,191,107	*25,760,386	1,928,333	6,788,503	8,536,598	259,369,036
Manitoba		39,916,391	42,647,766	12,960,038	410,928	100,388	33,004	.	96,068,515
Saskatchewan		72,666,399	63,315,295	5,859,018	3,044,138	. .	. ....	. .	144,844,850
Alberta	S.	5,697,956	...	..	.....	...	.....	..	
Alberta	W.	2,206,561	12,158,530	1,889,509	46,155	28,306	.....	..	22,027,020
Totals, Western Provinces		120,487,310	118,121,591	20,708,565	3,501,221	128,694	33,004	. .	262,980,385
Grand Totals		145,991,418	286,781,592	42,899,672	29,261,607	2,057,027	6,821,507	8,356,598	522,459,421
1911.									
Ontario	F.	17,926,586	84,829,232	16,248,129	*21,913,290	1,562,971	4,462,182	3,852,231	153,090,155
	S.	2,295,534							
New Brunswick		254,771	5,970,435	.....	.....	.....	.....	1,173,147	7,398,353
Nova Scotia		208,800	2,471,000	164,000	....	15,400	4,600	172,400	3,036,200

Quebec		1,260,000	37,512,000	2,413,000	*766,000	321,000	526,000	2,496,000	45,294,000
Prince Edward Island		500,000	4,650,000	175,000			10,000	110,000	5,445,000
Total, Eastern Provinces		22,445,691	135,432,667	19,000,129	22,679,290	1,899,371	5,002,782	7,803,778	214,263,708
Manitoba	S.	60,842,636	73,786,683	23,999,239	1,205,727	136,067	45,985		160,232,487
	F.	216,150							
Saskatchewan		96,796,588	98,676,270	6,859,804	10,377,701				212,710,363
Alberta	S.	28,132,000	56,964,000	4,151,000	973,000	564,000			98,795,000
	F	8,011,000							
British Columbia		381,876	1,904,333	79,243	40	4,990			2,370,482
Total, Western Provinces		194,380,250	231,331,286	35,089,286	12,556,468	705,057	45,985		474,108,332
Grand Totals		216,825,941	366,763,953	54,089,415	35,235,758	2,604,428	5,048,767	7,803,778	688,372,040
1912.									
Ontario	F.	11,573,000	91,899,000	14,745,000	135,000	1,746,000	3,289,000	5,393,000	*130,845,000
	S.	2,065,000							
New Brunswick		225,000	5,359,000	69,000			9,000	1,474,000	7,136,000
Nova Scotia		258,000	3,175,000	152,000		15,000	4,900	197,000	3,801,900
Quebec		1,020,000	30,267,000	2,163,000	12,500	296,000	438,000	3,030,000	*37,226,500
Prince Edward Island		565,000	7,216,000	141,000			1,600	99,000	8,022,600
Totals, Eastern Provinces		15,706,000	137,916,000	17,270,000	147,500	2,057,000	3,742,500	10,193,000	187,032,000
Manitoba	S.	58,899,000	53,806,000	14,965,000	1,174,000				128,844,000
	W.	1,143,000							
Saskatchewan	S.	92,706,000	105,115,000	5,926,000	18,931,000				223,821,000
Alberta	S.	27,059,000	62,936,000	5,780,000	1,429,000	537,000			101,256,000
		3,515,000							
British Columbia	F.	96,000	1,960,000	73,000			31,000		2,272,000
	S.	112,000							
Totals, Western Provinces		183,530,000	223,817,000	26,744,000	21,534,000	537,000	31,000		456,193,000
Grand Totals		199,236,000	361,733,000	44,014,000	21,681,500	2,594,000	3,773,500	10,193,000	643,225,000

*Corn. †Speltz. *In addition 16,047,000 bushels of corn for Ontario. *In addition 514,000 bushels of corn for Quebec

NOTE.—From 1900 to 1911 the figures shown were compiled by the various provinces. For 1912 they were compiled by the Census and Statistics Office.

No. 35.—World's Wheat Production.

Country.	1906.	1907.	1908.	1909.	1910.	1911.	1912.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
orth America—							
United States	735,261,000	631,087,000 (1)	664,602,000	737,189,000 (2)	695,443,000 (1)	621,338,000 (1)	730,267,000
Canada	128,000,000	92,662,753	128,647,876 (2)	166,741,000 (7)	149,990,000 (7)	215,851,000 (7)	199,236,000
Mexico	7,000,000	10,000,000	8,000,000	9,600,000	8,000,000	10,400,000 (a)	9,600,000
Total, North America	870,261,000	736,749,753	801,249,876	913,533,000	853,433,000	847,589,000	939,103,000
South America—							
Argentina	134,931,000	155,993,000	192,489,000 (8)	156,161,000 (10)	131,012,000 (8)	166,192,000 (6)	235,161,000
Chile	12,157,000	15,776,000	17,000,000	20,000,000	19,743,000	38,581,000	18,000,000
Uruguay	4,606,000	6,867,000	7,430,000	8,000,000	8,000,000	5,984,000	10,000,000
Total, South America	151,691,000	178,636,000	216,919,000	184,161,000	158,755,000	210,757,000	263,161,000
Europe							
Austria-Hungary	268,675,000	185,059,000	230,624,000 (6)	187,131,000 (5)	259,272,000 (5)	249,657,000 (5)	254,006,000
Belgium	12,964,000	12,000,000	13,000,000	16,000,000	14,100,000	14,617,000	15,278,000
Bulgaria	55,076,000	30,000,000	47,072,000	42,472,000	61,126,000	72,005,000	63,750,000
Denmark	4,161,000	4,000,000	4,400,000	3,771,000	4,226,000	4,169,000	3,741,000
Finland	100,000	100,000	135,000				
France	321,919,000	369,970,000	310,526,000 (3)	359,178,000 (4)	263,922,000 (4)	322,342,000 (4)	335,039,000
Germany	144,754,000	127,843,000	138,442,000	138,617,000 (8)	142,509,000 (9)	149,412,000 (9)	160,226,000
Greece	8,000,000	8,000,000	7,000,000	6,400,000	6,400,000 (6)	5,600,000 (8)	5,600,000
Italy	176,464,000	177,543,000	150,792,000 (5)	189,961,000 (6)	153,339,000	192,397,000	165,721,000
Montenegro	200,000	200,000	200,000				
Netherlands	4,978,000	5,000,000	5,075,000	4,113,000	4,321,000	5,566,000	1,608,000
Norway	303,000	200,000	330,000	312,000	314,000	270,000	302,000
Portugal	9,000,000	6,000,000	5,000,000	4,000,000	4,000,000	11,850,000	8,000,000
Roumania	113,867,000	42,237,000	54,813,000	58,873,000	110,828,000	95,657,000	89,413,000
Russia—							
Russia Proper	344,765,000						
Poland	21,152,000	455,000,000 (2)	*569,484,000 (1)	790,245,000 (1)	776,619,000 (2)	509,503,000 (2)	727,043,000
Northern Caucasia	85,046,000						
	450,963,000						
Servia	13,211,000	8,375,000	14,000,000	15,200,000	11,600,000	15,311,000	14,400,000
Spain	140,656,000	100,331,000	119,970,000	144,105,000 (9)	137,449,000 (10)	148,497,000	109,784,000
Sweden	6,650,000	5,953,000	6,756,000	6,910,000	7,522,000	8,234,000	7,797,000

Switzerland	4,000,000	4,000,000	3,527,000	3,568,000	3,417,000	3,524,000	3,178,000
Turkey	25,000,000	16,000,000	25,000,000	32,000,000	32,000,000	136,000,000	136,000,000
United Kingdom	62,481,000	58,275,000	55,585,000	63,197,000	58,235,000	64,313,000	57,403,000
Europe	1,826,422,000	1,616,086,000	1,761,731,000	2,066,353,000	2,051,502,000	2,009,224,000	2,161,292,000
Asia—							
British India (including such native states as report	320,288,000	315,386,000	229,092,000 (4)	283,495,000 (3)	357,109,000 (3)	374,845,000 (3)	366,930,000
Cyprus	2,410,000	2,000,000	2,700,000	3,200,000	3,200,000	2,800,000	2,560,000
Japanese Empire	20,461,000	23,132,000	22,466,000	22,296,000	23,703,000	24,851,000	25,692,000
Persia	16,000,000	16,000,000	16,000,000	14,000,000	13,600,000	13,600,000	16,000,000
Russia-							
Central Asia	11,486,000						
Siberia	45,833,000	56,000,000					
Trans-Caucasia	108,000						
	57,427,000						
Turkey	35,000,000	35,000,000	35,000,000	32,000,000	32,000,000	32,000,000	32,000,000
Total, Asia	451,586,000	447,518,000	305,258,000	354,991,000	429,612,000	448,096,000	443,182,000
Africa							
Algeria	34,080,000	31,120,000	28,000,000	34,769,000	39,375,000	36,596,000	27,172,000
Cape of Good Hope	2,000,000	2,000,000	2,000,000	2,800,000	2,800,000	2,400,000	2,400,000
Egypt	12,000,000	12,000,000	25,000,000	12,000,000	12,000,000	38,046,000	30,900,000
Natal	8,000	6,000	3,000				
Soudan	542,000	500,000	500,000				
Tunis	4,409,000	6,000,000	2,838,000	6,430,000	5,512,000	8,635,000	4,226,000
Total, Africa	53,039,000	51,626,2000	58,311,000	55,999,000	59,687,000	85,677,000	64,698,000
Australia	70,681,000	68,185,000	45,987,000	62,591,000	90,642,000	71,868,000	79,080,000
New Zealand	7,013,000	5,782,000	5,743,000	8,773,000	8,235,000	7,908,000	7,237,000
Total, Australaia	77,694,000	73,967,000	51,730,000	71,364,000	98,877,000	79,776,000	86,317,000
Grand total	3,430,696,000	3,104,582,753	3,195,228,876	3,646,404,000	3,651,866,000	3,681,119,000	3,957,753,000

*Includes Asiatic Russia.

No. 36.—World's Oat Production.

Country.	1906.	1907.	1908.	1909.	1910.	1911	1912.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—							
United States	(1) 964,905,000	(2) 754,443,000	(2) 807,156,000	(2) 948,097,000	(1) 1,060,484,000	922,298,000	1,418,337,000
Canada	(6) 251,194,000	(6) 210,869,000	(5) 258,480,017	(5) 353,466,000	(5) 323,449,000	348,586,000	361,733,000
Mexico	17,000	17,000	17,000				
Total, North America	1,216,116,000	965,329,000	1,065,653,047	1,301,563,000	1,383,933,000	1,270,884,000	1,780,070,000
Argentina				30,103,000	38,321,000	65,101,000	109,065,000
Europe—							
Austria-Hungary	(5) 251,368,000	(5) 257,172,000	(6) 222,374,000	(6) 254,657,000	(6) 211,697,000	237,641,000	229,908,000
Belgium	45,228,000	45,000,000	44,000,000			38,921,000	33,144,000
Bulgaria	18,793,000	18,000,000	8,500,000	8,805,000	12,117,000	19,243,000	11,347,000
Denmark	40,179,000	40,000,000	41,000,000	47,315,000	43,390,000	47,351,000	50,045,000
Finland	18,000,000	18,000,000	19,000,000				
France	(4) 256,943,000	(4) 314,132,000	(4) 287,190,000	(4) 360,605,000	(4) 337,812,000	328,706,000	353,516,000
Germany	(3) 580,875,000	(3) 630,324,000	(3) 530,131,000	(3) 595,110,000	(3) 515,578,000	499,548,000	552,464,000
Italy	18,000,000	20,000,000	18,000,000	40,849,000	26,894,000	38,563,000	26,642,000
Netherlands	19,588,000	20,000,000	21,000,000	19,938,000	19,160,000	19,440,000	13,929,000
Norway	9,297,000	6,000,000	11,315,000	9,656,000	11,267,000	9,592,000	10,635,000
Roumania	26,165,000	17,842,000	17,212,000	26,233,000	28,723,000	26,043,000	20,101,000
*Russia							
Russia Poper	544,933,000	728,351,000	743,506,000				
Poland	66,425,000	72,573,000	66,136,000	(1) 1,103,390,000	(2) 985,633,000	807,890,000	1,004,782,000
Northern Caucasia	21,933,000	19,697,000	24,860,000				
	(2) 633,291,000	(1) 820,621,000	(1) 834,502,000				
Servia	4,642,000	2,984,000	3,000,000				
Spain	45,632,000	16,998,000	28,114,000	32,289,000	27,312,000	31,867,000	21,680,000
Sweden	64,550,000	67,741,000	72,773,000	76,045,000	83,553,000	71,493,000	82,604,000
Switzer'and						4,565,000	3,780,000
Turkey							
United Kingdom	190,024,000	198,718,000	191,362,000	205,022,000	203,992,000	186,894,000	188,949,000
Total, Europe	2,222,575,000	2,493,532,000	2,349,473,000	2,779,914,000	1,507,428,000	2,367,760,000	2,603,516,000

Asia—							
Cyprus	359,000	400,000	340,000				
Japan				4,769,00	2,247,000	4,155,000	4,552,000
Russia—							
Central Asia	9,805,000	18,048,000	18,540,000				
Siberia	69,873,000	67,114,000	89,500,000				
Trans-Caucasia	35,000	14,000	27,000				
	79,713,000	85,176,000	108,067,000				
Total, Asia	80,072,000	85,576,000	108,407,000	4,769,000	2,247,000	4,155,000	4,552,000
Africa—							
Algeria	7,000,000	7,000,000	8,500,000	10,045,000	12,478,000	11,382,000	11,624,000
Cape Good Hope	3,000,000	3,000,000	2,596,000				
Natal	7,000	8,000	5,000				
Soudan							
Tunis	2,411,000	2,000,000	1,135,000	5,123,000	5,057,000	4,377,000	1,945,000
Total, Africa	12,418,000	12,008,000	12,236,000	15,168,000	17,535,000	15,759,000	13,569,000
Australia	10,805,000	14,041,000	9,472,000	18,631,000			
New Zealand	13,108,000	11,555,000	15,495,000	21,687,000		22,554,000	16,623,000
Total, Australaia	23,913,000	25,596,000	24,967,000	40,318,000		22,554,000	16,623,000
Grand total	3,555,094,000	3,582,041,000	5,560,736,047	4,171,835,000	3,949,464,000	3,746,213,000	4,527,395,000

*Includes Asiatic Russia.

Country.	1906.	1907.	1908.	1909.	1910.	1911.	1912.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
North America—							
United States	(2) 178,916,000	(3) 153,597,000	(3) 166,756,000	(2) 170,284,000	(2) 162,227,000	160,240,000	223,824,000
Canada	(8) 50,820,000	(8) 45,235,000	(8) 47,749,229	(8) 55,398,000	(9) 45,148,000	40,631,000	44,014,000
Mexico	7,000,000	7,000,000	7,000,000				
Total, North America	236,736,000	205,832,000	221,505,229	225,682,000	207,375,000	200,871,000	267,838,000
Argentina				1,424,000			
Europe—							
Austria-Hungary	(3) 151,805,000	(4) 146,494,000	(4) 130,665,000	(4) 154,141,000	(4) 132,948,000	151,156,000	151,371,000
Belgium	4,349,000	4,000,000	4,500,000			4,595,000	4,246,000
Bulgaria	12,882,000	10,000,000	8,500,000	9,323,000	15,754,000	20,326,000	18,372,000
Denmark	22,049,000	22,000,000	20,000,000	23,289,000	21,306,000	23,025,000	25,837,000
Finland	5,000,000	5,000,000	6,000,000				
France	36,538,000	45,095,000	40,585,000	47,913,000	45,820,000	49,864,000	52,274,000
Germany	(4) 142,901,000	(2) 160,650,000	(2) 140,539,000	(3) 160,617,000	(3) 133,389,000	145,134,000	159,926,000
Italy	8,000,000	8,000,000	8,000,000	10,952,000	9,483,000	10,883,000	8,103,000
Netherlands	3,260,000	4,000,000	1,500,000	3,321,000	3,383,000	3,584,000	3,960,000
Norway	3,262,000	2,500,000	3,028,000	2,731,000	2,973,000	2,682,000	3,274,000
Roumania	33,539,000	20,062,000	12,873,000	20,643,000	29,604,000	26,117,000	21,128,000
Switzerland				473,000	459,000	454,000	427,000
*Russia							
Russia Proper	243,619,000	277,501,000	297,451,000				
Poland	23,351,000	25,397,000	23,790,000				
Northern Caucasia	37,306,000	41,206,000	46,220,000				
	(1) 304,276,000	(1) 344,104,000	(1) 367,464,000	(1) 471,168,000	(1) 459,538,000	414,201,000	468,241,000
Servia	4,848,000	3,137,000	4,000,000				
Spain	(5) 91,185,000	(7) 53,598,000	(6) 69,596,000	(6) 84,579,000	(6) 76,309,000	86,793,000	59,994,000
Sweden	14,328,000	13,553,000	15,520,000	13,950,000	15,555,000	14,696,000	14,156,000
United Kingdom	(7) 69,673,000	(6) 69,258,000	(7) 63,579,000	(7) 71,817,000	(7) 67,473,000	60,211,000	60,685,000
Total, Europe	907,895,000	911,451,000	899,349,000	1,074,917,000	1,013,994,000	1,013,721,000	1,052,264,000

Asia—							
British India (including such native states as report)							
Cyprus	2,778,000	3,000,000	3,100,000				
Japanese Empire	(6) 84,017,000	(5) 90,594,000	(5) 87,965,000	(5) 87,996,000	(5) 89,665,000	95,037,000	95,589,000
Russia—							
Central Asia	2,614,000	4,385,000	4,345,000				
Siberia	5,136,000	4,956,000	6,103,000				
Trans-Caucasia	13,000	4,000	13,000				
	7,763,000	9,345,000	10,461,000				
Total, Asia	94,558,000	102,939,000	101,526,000			95,037,000	95,589,000
Africa—							
Algeria	35,000,000	35,000,000	35,000,000	50,008,000	48,708,000	47,766,000	32,887,000
Cape Good Hope	900,000	900,000	900,000				
Egypt						11,710,000	11,332,000
Natal	5,000	5,000	5,000				
Soudan	334,000	300,000	300,000				
Tunis	7,863,000	8,000,000	4,257,000	9,186,000	6,660,000	13,320,000	4,823,000
Total, Africa	44,102,000	44,205,000	40,462,000	59,194,000	55,368,000	72,796,000	49,042,000
Australia	1,945,000	2,319,000	2,055,000	3,143,000			
New Zealand	1,056,000	1,068,000	1,200,000	2,019,000		1,307,000	1,186,000
Total, Australasia	3,001,000	3,387,000	3,255,000	5,162,000		1,307,000	1,186,000
Grand Total	1,286,292,000	1,267,814,000	1,266,097,229	1,454,375,000	1,366,402,000	1,383,732,000	1,465,919,000

*Includes Asiatic Russia.

No. 38.—SUMMARY of Revenue accrued for the Fiscal years ended June 30, 1904, 1905, 1906, and March 31 1907 (9 mos.), 1908, 1909, 1910, 1911 and 1912 from Inspection of Staples or General Inspection Branch.

	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.
	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts.
Toronto, grain inspection and samples sold	3,111 68	1,639 50	2,682 72	2,696 36	1,667 76	3,733 29	1,307 28	1,438 05	1,929 60
Montreal, grain inspection and samples sold	4,599 20	4,838 95	3,261 65	1,865 95	2,743 30	1,961 92	1,390 08	2,430 02	3,329 45
Manitoba Inspection Division, grain inspection and weighing, elevator, warehouse and other licenses, samples sold and vessel overtime	53,157 43	57,117 58	96,153 26	67,859 74	119,934 60	129,679 05	158,638 35	166,256 52	223,950 74
Toronto, inspection of hay	28 20	11 80	4 00	40 30	35 45	72 00	57 27	255 16	508 23
Montreal, weighing									49 00
Peterborough, grain inspection and samples sold		680 70	240 75	275 60	384 40	482 00	287 20	255 70	290 66
Peterborough, inspection of hay								2 10	
Peterborough, weighing								54 90	16 20
Kingston, grain inspection and samples sold		369 07	256 82	176 80	139 63	69 30	95 84	177 19	69 77
Binder twine, fines and penalties	921 83	1,686 20	3,100 00	562 50	3,517 20				
Culling timber	9,449 25	8,218 62	4,335 43	2,329 91	4,850 20	4,783 88	3,637 96	2,684 64	3,480 24
Casual revenue			50 60	1 20	0 50				
Totals	71,267 59	74,562 42	110,085 23	75,808 36	133,273 04	140,781 44	165,413 98	173,554 28	233,623 89

No. 39.—STATEMENT of Revenue and Expenditure on account of Inspection of Grain for Eastern and Western Grain Inspection Divisions, with totals for the undermentioned years.

Fiscal Year.	Revenue.			Expenditure.		
	Western. Division.	Eastern. Division.	Total.	Western. Division.	Eastern. Division.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1900	26,080 46		26,080 45	25,183 43		25,183 43
1901	16,282 55		15,282 55	25,773 04		25,773 04
1902	56,977 46	8,969 20	65,946 66	35,989 64	10,204 13	46,193 77
1903	73,256 74	11,051 31	84,308 05	49,051 53	14,775 91	63,827 44
1904	53,157 43	7,739 08	60,896 51	51,386 52	17,695 19	69,081 71
1905	57,117 58	7,540 02	64,657 60	65,347 62	18,570 73	83,918 35
1906	96,153 26	6,445 94	102,599.20	86,456 54	18,467 08	104,923 62
1907 (9 months)	67,859 74	5,055 01	72,914 75	70,531 08	13,941 79	84,472 87
1908	119,934 60	4,970 54	124,905 14	108,046 25	18,085 04	126,131 29
1909	129,679 05	6,318 51	135,997 56	135,960 21	18,808 25	154,768 46
1910	158,638 35	3,194 94	161,833 29	161,008 05	18,947 93	179,955 98
1911	166,256 52	4,613 12	170,869 64	183,380 86	15,351 26	198,732 12
1912	223,950 74	6,192 91	230,143 65	206,111 20	15,734 87	221,846 07

STATEMENT showing Fees chargeable for the Inspection of Staple Articles under the Inspection and Sale Act.

INSPECTION OF GRAIN.—Per car, 50 cents: in cargoes, 50 cents per 1,000 bushels; in sacks, $\frac{1}{3}$c. per central.

WEIGHING OF GRAIN.—Per car, 30 cents; in cargoes, 30 cents per 1,000 bushels.

No. 40.—Quantity of Wheat Exported from

Fiscal Years.	Great Britain.	Australasia.	British Africa.	British West Indies.	Newfoundland.	Other British Possessions.	Total British Empire.	Belgium.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874	4,509,195						4,509,195	66,000
1875	3,967,495						3,967,495	
1876	4,376,740						4,376,740	
1877	2,035,831				8,378		2,044,209	
1878	3,402,625				2,395		3,405,020	
1879	4,951,545				890		4,952,432	
1880	4,120,027						4,120,027	55,164
1881	2,329,958				22,000		2,351,958	
1882	3,255,495						3,255,495	28,146
1883	4,877,276				9		4,877,285	38,307
1884	689,626			2			689,628	
1885	1,978,261				10		1,978,211	
1886	3,089,706				5		3,089,711	
1887	5,048,084			45,265	15		5,093,364	26,806
1888	1,377,783				4		1,377,787	
1889	449,686				16		449,702	4,643
1890	410,796				3		410,799	
1891	1,015,954			150	3		1,016,107	
1892	6,810,664				34		6,810,698	5,718
1893	8,617,967				3		8,617,970	59,478
1894	9,090,310				14		9,090,324	
1895	8,786,798				19		8,786,817	
1896	9,729,368	62,965		40	35		9,792,408	
1897	7,717,292	100,805			15		7,818,112	
1898	18,091,962			600	599		18,093,161	455,688
1899	9,917,572			3,150	50		9,920,772	176,518
1900	15,975,858	7			6		15,975,871	438,046
1901	8,630,066			1,000	14		8,631,080	652,530
1902	25,244,489			6	4		25,244,499	586,861
1903	30,726,947	103,875	115,615	23	6	2,226	30,948,602	706,733
1904	16,346,793	8,001	110,306	10	20	13,104	16,478,294	267,646
1905	11,280,407		8,112		15		11,288,534	393,549
1906	36,027,692	209	69,780				36,097,672	352,407
1907 (9 mos)	24,432,786	1,833	49,712	15	40	9	24,484,395	105,784
1908	43,002,541		99,688		11		43,102,240	389,819
1909	45,891,249		5,766		10,035		45,907,050	1,651,574
1910	46,589,228		105,471	25		10	46,694,734	547,346
1911	43,637,625	239	53,246	36	205	15	43,691,366	823,874
1912	60,343,037	18	45,444	13	276	144	60,388,932	1,696,953

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France.	Germany.	Holland.	Italy.	Mexico.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
131,820					1,874,202		2,072,022	6,581,217
					415,527		415,527	4,383,022
					1,693,629	24	1,693,653	6,070,393
					348,946		348,946	2,393,155
1					988,514		988,515	4,393,535
454					1,657,835		1,658,289	6,610,724
	3,991				911,323		970,478	5,090,505
	35	51,000			120,668	12	171,715	2,523,673
					561,394		589,540	3,845,035
59,345					878,471	14,050	990,173	5,867,458
					55,898		55,898	745,526
	17,335				345,410		362,745	2,340,956
	19,685				309,772		329,457	3,419,168
	170,048				341,508		538,362	5,631,726
	8,269				777,698		785,967	2,163,754
					36,560		41,203	490,905
	4,752				6,723		11,475	422,274
					1,092,109		1,092,109	2,108,216
	275,961	131,896			1,489,881		1,903,456	8,714,154
	22,555	117,248			454,633	1	653,915	9,271,885
	7,774	7,648			124,619	41,843	181,884	9,272,208
	18,682				20,190		38,872	8,825,689
	11,650				115,484		127,134	9,919,542
	20,559				16,603		37,162	7,855,274
37,522	199,747	92,359			84,630		869,946	18,963,107
107,288	30,773	12,000	40,617	150	17,337	15	384,698	10,305,470
143,692	92,839	11,115	100,298		82,785	4	868,779	16,844,650
91,550	28,369	4,903	278,140		53,186		1,108,678	9,739,758
195,280	8,000	6,603	61,199		15,088		873,031	26,117,530
	237,063	101,433	99,010		892,904		2,037,143	32,985,745
		21,137			11,262	749	300,794	16,779,028
					3,018,232		3,411,781	14,700,315
68,836	17,182	1,050		30,261	3,831,988	6	4,301,730	40,399,402
55,928					804,937	29,083	995,732	25,480,127
47,679					114,926	4	552,428	43,654,668
103,113	6,015	237,455	267,443	99,234	650,601	*214,964	3,230,399	49,137,449
223,309	72,000	270,157		77,623	1,856,181		3,046,616	49,741,350
63,991	167,196	225,147		585,854	242,660	2,027	2,110,749	45,802,115
	890,003	429,485		49,220	997,662	14,031	4,077,354	64,466,286

No. 41.—Quantity of Oats Exported from

Fiscal Years.	Great Britain.	British Africa.	British Guiana.	British West Indies.	Newfoundland	Other British Possessions.	Total British Empire.	Belgium.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874	788,654			19,999	48,933		857,586	
1875	1,524,648			32,515	78,814		1,635,977	
1876	1,984,574		680	41,457	78,038		2,104,749	
1877	2,696,703		60	43,337	98,430		2,838,530	
1878	2,181,815		2,323	42,072	87,582		2,313,792	
1879	1,909,983			42,402	85,433		2,037,818	
1880	3,032,940		7	77,393	100,655		3,210,995	244,883
1881	2,504,331		14,890	94,561	88,118		2,701,900	67,626
1882	1,839,710		24,317	116,489	93,106		2,073,622	38,599
1883	129,117		55,133	109,230	109,855		403,335	
1884	901,069		87,309	161,700	133,306	9	1,283,393	
1885	1,866,221		24,087	122,547	135,771		2,148,626	
1886	3,280,787		48,901	141,511	113,666		3,584,865	
1887	1,627,629		41,902	150,517	127,211		1,947,259	
1888	177,194		70,772	117,864	125,344		491,174	20,927
1889	2,568		22,002	165,480	126,288		316,338	
1890	454,090		23,759	148,975	100,729		727,553	
1891	16,528		11,719	100,070	127,342		255,659	
1892	5,743,720		44,989	290,421	125,841		6,204,971	
1893	6,261,258		23,113	365,022	192,765		6,842,158	294,936
1894	1,738,666		58,501	331,067	186,292		2,314,526	76,888
1895	257,253		41,956	254,264	169,954		723,427	
1896	487,252		34,048	180,887	179,433		881,620	
1897	5,409,808		86,340	224,275†	162,913		5,883,336	269,511
1908	8,143,107		45,901	160,846	144,050		8,493,904	430,908
1899	8,977,646		36,399	460,597	153,945	71	9,628,658	125,416
1900	6,028,704	33,934	48,733	336,238	194,053		6,641,662	113,996
1901	6,611,396	25,258	25,277	410,881	182,999		7,255,811	688,370
1902	3,544,674	642,810	53,233	371,254	103,370		4,715,341	113,746
1903	5,623,116	372,326	62,473	441,198	238,094	124,320	6,961,527	228,504
1904	3,607,938	38,654	40,079	390,137	302,583	5	4,379,396	42,030
1905	1,617,310	3,150	41,011	207,760	242,883	145,524	2,257,638	2,655
1906	1,885,166	512	38,327	189,037	227,242	63,609	2,403,893	124,292
1907	3,853,295	3,313	41,050	205,551	223,450	50,788	4,377,447	2,352
1908	5,617,102	8,262	50,483	191,348	261,572	163,258	6,292,025	28,200
1909	2,588,995	571	12,967	134,813	259,494	54,343	3,051,183	19,983
1910	1,024,491	1,690	11,383	165,423	256,477	98,371	1,557,835	
1911	4,028,746	6,280	12,333	183,447	239,537	‡109,585	4,579,928	261,181
1912	7,014,645	2,693	18,358	245,774	404,431	*142,954	7,828,855	214,964

*Includes Spanish West Indies.
†207,035 Bushels to Philippines.
†279,461 Bushels to Philippines.
†55,943 Bushels to Philippines.
‡To Bermuda.
*137,294 Bushels to Bermuda.
*5,660 Bushels to Australia.

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Cuba.	Danish West Indies.	France.	Germany.	Holland.	Mexico.	St. Pierre.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
* 605	453	.....	.		..	1,051	138,125	280	140,514	998,100
* 848	1,428				..	782	1,350,692	112	1,353,862	2,989,839
* 1,074	300	449,021			.	687	88,372	30	539,494	2,644,233
2,713	.....	45,495	..			1,168	72,378	..	131,754	2,970,284
6,194	31					587	19,378	44	26,234	2,340,026
103	52	303,218	.		...	1,402	8,940	21,757	335,472	2,373,290
499	38	778,247	.. .			712	481,138	528	1,506,045	4,717,040
385	405	90,704	...			2,149	54,707	8,656	224,632	2,926,532
1,260	.....	235,829	... .			940	1,796,104	600	2,073,332	4,146,954
10,383	.....	18	...			1,542	607,953	822	620,718	1,024,053
9,486						2,491	22,985	28,365	63,327	1,346,720
...		44,126	38,982	18,651		1,068	94,971	12,578	210,376	2,359,002
88	40	215,261	106,878			2,697	240,129	..	565,123	4,149,988
2,221	...		56,204			2,214	40,342	..	100,981	2,048,240
760	15	25,276				3,286	25,183	100	75,547	566,721
468	80		.			3,004	16,789	506	20,847	337,185
12	60	. .	.			1,729	27,530	908	30,239	757,792
276	...	.	.			2,010	2,264	360	4,910	260,569
6,966	400	. . ..	1,900	11,915		7,221	165,947	15,009	209,358	6,414,329
* 327	6,197		14,971	49,076		2,761	63,300	180	431,748	7,273,906
* 75	254	60,216	181,731	110,453		1,769	63,342	9,448	504,176	2,818,702
* 12,756	1,275	.				3,317	175,043	11,157	203,548	926,975
* 10,775	895	.	19,455			2,396	45,320	7,696	86,517	968,137
* 144	1,230		344,544			3,056	43,470	1,590	663,545	6,546,881
* 577	596	102,459	637,400	133,615		2,390	65,574	9,440	1,382,559	9,876,463
* 875	998	.....	407,757	9,369		2,776	129,954	7,199	684,334	10,312,992
1,350	554		28,727	882		3,087	137,785	1,171	287,552	6,929,214
544	..	133,676	. .			9,304	63,446	3,912	899,252	8,155,063
...	6					3,360	137,081	60,589	314,782	5,030,123
166,024	170	2,648				4,508	120,702	209,094	731,650	7,593,177
65,471	127			7,901		3,334	189,037	7,945	315,845	4,695,241
26,982	76					1,537	78,533	78	109,861	2,367,499
6,782	48	1,500	6,555	1,514	142	1,636	152,602	1,339	296,410	2,700,303
28,669			1,061		2,470	1,013	125,188	1,236	161,989	4,539,436
222,936			4,563		46,525	1,257	350,991	176,794	831,266	7,123,291
361,007			1,690		53,569	3,828	1,554,251 †	210,099	2,204,427	5,255,610
265,239					10,681	2,354	1,285,660 †	279,961	1,843,895	3,401,730
339,054				56,643	3,359	3,143	128,538 †	59,816	851,734	5,431,662
599,186			908	1,618	875	2,178	203,560	28,531	1,051,820	8,880,675

No. 42.—Quantity of Barley Exported from

Fiscal Years.	Great Britain.	British Africa.	British West Indies.	Newfoundland.	Other British Possessions.	Total British Empire.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1874	24		40	3,119		3,183
1875			76	5,134		5,210
1876	22		75	3,493		3,590
1877	95,696		71	6,894		102,661
1878	764,062		1,217	3,176		768,455
1879	186,580		1,154	2,847		190,581
1880	486,806		293	6,658		493,757
1881	69,188		49	6,386		75,623
1882	6,306		8	4,881		11,195
1883	68,729		37	6,784		75,550
1884	65,238		74	7,161		72,473
1885	30,077			9,004		39,081
1886	19,153		1	6,861		26,015
1887	10,443			8,801		19,244
1888	1,687		65	7,850		9,602
1889	6,312			7,394		13,706
1890	27,132		40	8,973		36,145
1891	132,650			7,714		140,364
1892	2,439,959			1,792		2,441,751
1893	550,695		299	4,494		555,488
1894	97,971		319	5,564		103,854
1895	30,365		224	3,569		34,158
1896	45,769		12	1,019		46,800
1897	534,096		50	1,130	32	535,308
1898	308,424		51	857		309,332
1899	116,131			383		116,514
1900	1,753,135			818	447	1,754,400
1901	2,009,708	833	1,199	711	275	2,012,726
1902	345,936	1,695	25	12		347,668
1903	626,006	15,885	133	14	2,500	644,538
1904	703,166	311	3,411	387	204	707,476
1905	787,577		4	87	89	787,775
1906	790,804		58	2	48	790,912
1907	1,115,979		2		2	1,115,983
1908	1,392,783	6	10	12	66	1,392,877
1909	2,160,890		41	2	28	2,160,961
1910	1,431,922		5	115	43	1,432,085
1911	1,116,116		8	61	160	1,116,345
1912	921,757			221	112	922,090

Canada by Countries, Years 1874 to 1912.

Belgium.	Germany.	Holland.	Italy.	Mexico.	United States.	Other Foreign Countries.	Total Foreign Countries.	Grand Total.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
					34,745,087		3,745,087	3,748,270
					5,513,844		5,413,844	5,419,054
					10,164,551	35	10,164,586	10,168,176
					6,243,033	3	6,243,036	6,345,697
	500				6,498,444		6,498,944	7,267,399
					5,193,324	17	5,193,341	5,383,922
	13,400				6,732,403	2	6,745,805	7,239,562
					8,724,931	25	8,724,956	8,800,579
					11,577,251		11,577,251	11,588,446
					8,741,626	40	8,741,666	8,817,216
	7,160				7,700,581	48	7,707,789	7,780,262
					9,028,314		9,028,314	9,067,395
					8,528,287		8,528,287	8,554,302
					9,437,717	3	9,437,720	9,456,964
					9,360,521	35	9,360,556	9,370,158
					9,934,501		9,934,501	9,948,207
					9,939,745	18	9,939,763	9,975,908
					4,751,953	10	4,751,963	4,892,327
		39,849			2,721,168		2,761,017	5,202,768
					1,341,398	53,762	1,485,160	2,040,648
					493,551		493,551	597,405
					1,674,193	19	1,674,212	1,708,370
	6,128				787,787	10	793,925	840,725
18,954	30,489				1,246,343		1,295,786	1,831,094
	50,216				84,083	25	134,324	443,656
					122,374	60	122,434	238,948
202,078	27,039		8,297		164,468		401,882	2,156,282
176,515			5,083		190,547	1,500	373,645	2,386,371
78,961			13,027		17,461		109,449	457,117
257,926			7,436		37,112		302,474	947,012
181,172	1,250	72,513			86,175	9,084	350,194	1,057,670
120,009	23,975	7,375			101,111		253,451	1,041,208
23,890	5,581	2,400			47,245		89,116	880,028
16,699				46,354	19,094		82,147	1,198,130
276,031				95,912	210,788	13,580	597,567	1,990,444
250,798		93,420		188,060	266,096		798,374	2,959,335
183,752	54,380	129,858		97,230	147,596		612,816	2,044,901
111,288		14,000		217,325	86,295		428,908	1,545,253
	17,000			202,609	919,967	1	1,139,577	2,061,667

No. 43.—Quantity of Wheat Flour Exported from Canada, by Countries, Years 1874 to 1912.

Fiscal Years.	Great Britain.	Australasia.	Bermuda	British Africa.	British Guiana.	British West Indies.	Hong Kong.	Malta.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
1874	307,391					127		
1875	158,821					41		
1876	204,445					14		
1877	128,875					175		
1878	339,869				1	358		
1879	445,074					1,609		
1880	449,368					759		
1881	876,008					79		
1882	370,775					325		
1883	359,724					306		
1884	158,926					117		
1885	86,168					64		
1886	235,027					433		
1887	345,769					229		
1888	229,420					219		
1889	79,437					26		
1890	87,071					200		
1891	181,543					399		
1892	240,329	1			3,270	8,219		
1893	204,687	1			2,798	11,460		
1894	203,467				3,940	7,831		
1895	104,501				300	3,561	4,500	
1896	89,428	1,193			300	335	1,275	
1897 (9 mos.)	246,754	91,641				199	3,000	
1898	908,399	25,351			2,189	15,288	1,000	
1899	540,971	17,107			2,178	21,890	1	
1900	455,075	39,560		31,457	1,110	12,635	2	
1901	770,714	47,484		500	2,030	33,722		
1902	648,199	69,118		85,913	7,918	36,775		
1903	633,250	171,763		143,949	23,999	43,624	363	
1904	940,040	13,148		155,261	26,058	49,007	570	
1905	592,598	6,616	24,329	181,899	20,288	107,483		566
1906	943,777	6,281	6,241	119,766	14,083	76,112	725	5,146
1907	633,493	4,871	2,674	81,572	13,481	49,732	2,308	7,715
1908	1,130,617	255	7,171	208,157	29,052	78,845	8,892	5,489
1909	1,029,086	476	6,541	187,738	28,133	69,172	19,135	1,618
1910	1,877,436	991	16,502	234,259	35,569	189,685	20,768	1,782
1911	1,884,655	2,225	19,228	189,098	50,724	365,474	14,951	2,821
1912	2,338,851	3,108	17,447	*199,227	51,161	369,859	24,770	3,735

*includes British East Africa 2,974.
*includes British West Africa 8,866.

No. 43.—Quantity of Wheat Flour Exported from Canada, by Countries, Years 1874 to 1912.—*Continued.*

Fiscal Years.	Newfoundland.	Other British.	Total British Empire.	China.	Denmark.	Holland.	Japan.	Norway and Sweden.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
1874	82,682		390,200					
1875	99,735		258,597					
1876	103,352		307,811					
1877	101,782		230,832					
1878	107,392		447,620					
1879	103,021		549,704					
1880	85,032		535,159					
1881	57,806		433,893					
1882	90,684		461,784					
1883	118,420		478,450					
1884	36,590		195,633					
1885	34,023		120,255					
1886	129,899		365,359					
1887	165,678		511,676					
1888	111,493		341,132					
1889	48,687		128,150				10	
1890	19,335		106,606				3	
1891	99,438		281,380				1	
1892	109,239		361,158	1,760		2,818	690	
1893	176,971		395,917					
1894	201,583	30	416,841				128	
1895	96,895		209,757				1,000	
1896	93,430	52	181,013					
1897 (9 mo.)	67,938	1,300	410,832	2,420		160		
1898	283,811	250	1,236,288	5		150	5	57
1899	179,103	536	761,786			250		
1900	218,332		758,171				2,379	
1901	234,259		1,088,709	1,530	168	1,728	3,035	
1902	218,458	39	1,066,420		1,015	182		
1903	223,210	8,651	1,248,809	708	5,142	275	611	3,203
1904	228,984	13,042	1,426,110	2,508	9,445	3,221	43,296	18,092
1905	282,860	2,132	1,218,771		12,675	3,365	17,113	15,041
1906	240,040	3,361	1,415,532	1,768	8,659	22,958	20,232	17,383
1907	169,047	1,305	966,198	24,419	8,536	27,813	27,668	23,124
1908	259,491	3,379	1,731,348	112,104	9,452	9,387	31,956	18,065
1909	231,591	7,378	1,580,868	5,049	17,298	4,362	12,534	39,674
1910	313,590	4,905	2,695,487	4,451	71,703	26,593	13,985	88,773
1911	248,054	713	2,777,743	1,697	67,559	24,223	3,595	76,059
1912	305,570	5,002	3,318,730	37,306	102,952	27,777	6,275	113,121

No. 43.—Quantity of Wheat Flour Exported from Canada, by Countries, Years 1874 to 1912.—*Concluded.*

Fiscal Years.	Russia.	Egypt.	St. Pierre.	United States.	Other Foreign Countries.	Total Foreign Countries	Grand Total.
	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.	Brls.
1874			9,951	138,845	1,321	150,117	540,317
1875			8,651	35,160	375	44,186	302,783
1876			8,479	89,057	1,157	107,693	415,504
1877			5,548	30,405	1,820	37,773	268,605
1878			5,715	21,631	1,465	28,811	476,431
1879			4,946	20,247	50	25,243	574,947
1880			1,183	8,249		9,432	544,591
1881			905	4,758	172	5,835	439,728
1882			1,151	4,016	2,788	7,955	469,739
1883			4,342	2,820	3,434	10,596	489,046
1884			275	1,236	245	1,756	197,389
1885			744	2,736	42	3,522	123,777
1886			3,480	17,070	190	20,740	386,099
1887			2,425	4,695	2,416	8,537	520,213
1888			2,956	5,076	851	8,983	350,115
1889			1,259	1,527	245	3,031	131,181
1890			949	7,472	69	8,493	115,099
1891			1,393	12,439	1,571	15,404	296,784
1892			2,597	3,998	7,975	19,838	380,996
1893			5,086	2,412	1,816	14,268	410,185
1894			1,782	3,862	5,997	11,769	428,610
1895			1,996	2,818	7,404	13,218	222,975
1896			2,143	2,430	1,130	5,703	186,716
1897 (9 mos.)			3,333	4,270	743	10,926	421,758
1898			3,287	5,392	4,254	13,150	1,249,438
1899			708	5,052	24,740	30,750	792,536
1900			1,757	3,834	2,021	9,991	768,162
1901			1,065	14,682	7,783	29,991	1,118,700
1902		204	2,459	10,485	5,883	20,238	1,086,648
1903	5,488		1,562	18,940	3,028	38,957	1,287,766
1904	24,489		1,783	40,958	17,598	161,490	1,587,600
1905	7,869		4,606	31,072	10,957	102,698	1,321,469
1906	4,462		4,656	25,772	10,592	116,482	1,532,014
1907	7,948			3,734	2,683	125,925	1,092,123
1908	12,494	3,883		29,309	4,742	231,392	1,962,740
1909	5,382	2,342	688	58,253	11,588	157,170	1,738,038
1910	6,439	4,001	4,217	126,155	22,224	368,541	3,064,028
1911	10,334	275		25,967	64,694	271,303	3,049,046
1912	13,223	225	7,193	58,403	53,631	420,106	3,738,836

No 44.—Exports of Grain (Domestic Produce) from the following Countries for the latest 12-month period for which returns are available.

QUANTITIES.

Countries.	Twelve Months ended.	Barley.	Buckwheat.	Corn.	Flaxseed.	Oats.	Pease.	Rye.	Wheat.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Canada	Mar. 31, 1912	2,061,667	104,658	4,264	1,504,528	8,880,675	456,908	11,670	64,466,286
Argentine Republic	Dec. 31, 1911	223,132	†	4,926,924	16,364,540	33,150,040	658	21,886	83,970,600
Australia	Dec. 31, 1911	9,813	†	19,914	5	460,062	‡101,107	†	55,147,840
Austria-Hungary	Dec. 31, 1911	4,873,728	684	156,173	18,333	23,946	35,444	2,354	15,156
British India	Mar. 31, 1912	13,646,640	†	†	20,880,924	51,658	†	†	50,816,871
Bulgaria	Dec. 31, 1910	2,757,158	*	4,820,306	†	206,398	†	2,188,769	8,685,707
France	Dec. 31, 1911	696,143	22,104	58,603	109,216	90,947	115,254	3,125	27,418
Germany	Dec. 31, 1910	94,653	8,467	1,488	263,264	28,297,389	231,497	32,273,113	10,336,349
Italy	Dec. 31, 1911	57,763	10,102	148,140	622	154,993	†	1,456	13,371
Roumania	Dec. 31, 1910	18,066,906	664	23,411,479	158,831	11,158,627	519,684	5,296,713	67,640,468
Russia	Dec. 31, 1910	183,433,500	1,443,000	17,625,214	5,614,070	88,839,529	7,170,600	26,059,500	224,736,000
United States	June 30, 1912	1,585,242	180	40,038,795	4,323	2,171,503	‡341,268	5,548	30,160,212

VALUES.

		$	$	$	$	$	$	$	$
Canada	Mar. 31, 1912	1,324,300	62,306	4,869	2,842,242	3,819,642	593,907	7,685	62,590,563
Argentine Republic	Dec. 31, 1911	102,957	†	2,669,766	32,404,690	11,257,971	864	6,708	77,851,439
Australia	Dec. 31, 1911	6,112	†	16,732	20	225,964	‡140,028	†	46,922,492
Austria-Hungary	Dec. 31, 1911	4,558,506	514	132,912	42,551	15,185	48,969	2,549	21,358
British India	Mar. 31, 1912	7,289,706	†	†	42,063,947	21,121	†	†	43,308,329
Bulgaria	Dec. 31, 1910	1,122,488	*	2,603,763	†	56,742	†	1,179,809	7,264,134
France	Dec. 31, 1911	560,343	19,651	51,728	257,076	48,578	205,889	2,703	36,907
Germany	Dec. 31, 1910	77,826	6,426	2,142	298,452	14,488,012	600,712	26,599,832	12,264,616
Italy	Dec. 31, 1911	43,701	5,520	134,465	1,220	85,371	†	1,357	20,057
Roumania	Dec. 31, 1910	7,948,531	195	13,432,240	194,719	3,289,051	334,482	3,090,916	63,614,571
Russia	Dec. 31, 1910	81,599,175	838,420	9,869,460	9,928,685	32,787,475	6,622,900	15,381,505	208,662,550
United States	June 30, 1912	1,267,999	147	28,957,450	12,160	1,135,635	‡1,011,466	4,844	28,477,584

*Included with wheat. †Not separately stated. ‡Includes beans.

No. 45.—Rates, by rail, on grain from Points in Manitoba, Saskatchewan and Alberta by the Canadian Pacific Railway to Fort William and Port Arthur.

From Points in	To	Rate per 100 Lbs.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.	Cts.
Manitoba.						
Binscarth	Fort William and Port Arthur.	15	15	15	15	16
Boissevain	"	13	13	13	13	14
Brandon	"	13	13	13	13	14
Carberry	"	13	13	13	13	14
Carman	"	12	12	12	12	13
Crystal City	"	13	13	13	13	14
Dalny	"	15	15	15	15	16
Deloraine	"	15	15	15	15	16
Dominion City	"	12	12	12	12	13
Emerson	"	12	12	12	12	13
Gladstone	"	13	13	13	13	14
Hamiota	"	15	15	15	15	16
Killarney	"	13	13	13	13	14
MacDonald	"	12	12	12	12	13
Minnedosa	"	13	13	13	13	14
Neepawa	"	13	13	13	13	14
Portage la Prairie	"	12	12	12	12	13
Souris	"	14	14	14	14	15
Shoal Lake	"	15	15	15	15	16
Westbourne	"	13	13	13	13	14
Winnipeg	"	10	10	10	10	12
Saskatchewan.						
Abernethy	"	17	17	17	17	18
Burrows	"	16	16	16	16	17
Esterhazy	"	16	16	16	16	17
Indian Head	"	17	17	17	17	18
Moosomin	"	16	16	16	16	17
Moosejaw	"	18	18	18	18	19
Qu'Appelle	"	17	17	17	17	18
Regina	"	18	18	18	18	19
Yorkton	"	17	17	17	17	18
Alberta.						
Calgary	"	24	24	24	24	25
Carstairs	"	25	25	25	25	26
Edmonton	"	25	25	25	25	26
Medicine Hat	"	22	22	22	22	23
Macleod	"	24	24	24	24	25
Lacombe	"	25	25	25	25	26
Lethbridge	"	23	23	23	23	24
Red Deer	"	25	25	25	25	26
Strathcona	"	25	25	25	25	26
Westaskiwin	"	25	25	25	25	26

No. 45.—Rates, by rail, on grain from Points in Manitoba, Saskatchewan and Alberta by the Canadian Northern Railway to Port Arthur.

From Points in	To	Rate per 100 Lbs.				
		Wheat.	Oats.	Barley.	Corn.	Rye and Flax.
Manitoba.		Cts.	Cts.	Cts.	Cts.	Cts.
Carman	Port Arthur	12	12	12		13
Emerson	"	12	12	12		13
Enterprise	"	13	13	13		14
Dauphin	"	15	15	15		16
Gladstone	"	13	13	13		14
Minto	"	13	13	13		14
Portage la Prairie	"	12	12	12		13
Swan Lake	"	13	13	13		14
Winnipeg	"	10	10	10		12
White Plains	"	12	12	12		13
Virden	"	15	15	15		16
Saskatchewan.						
Aberdeen	"	22	22	22		23
Battleford	"	23	23	23		24
Condie	"	18	18	18		19
Dalmeny	"	23	23	23		24
Girvin	"	21	21	21		22
Humboldt	"	21	21	21		22
Muenster	"	21	21	21		22
Prince Albert	"	23	23	23		24
Regina	"	18	18	18		19
Saskatoon	"	22	22	22		23
Vonda	"	22	22	22		23
Warman	"	22	22	22		23
Alberta.						
Edmonton	"	25	25	25		26
Fort Saskatchewan	"	25	25	25		26
Lamont	"	25	25	25		26
Lloydminster	"	24	24	24		25
N. Edmonton	"	25	25	25		26
Spruce Grove	"	26	26	26		27
Strathcona	"	25	25	25		26
Vegreville	"	25	25	25		26
Vermilion	"	24	24	24		25

No. 45.—Proportionate Rates, by rail, on grain from Points in Manitoba, Saskatchewan and Alberta by the Grand Trunk Pacific to Fort William and Westfort, Ont.

From Points in	To	Rate per 100 Lbs.				
		Wheat.	Oats.	Barley.	Rye.	Flax.
Manitoba.		Cts.	Cts.	Cts.	Cts.	Cts.
Cabot	Fort William or Westfort	12	12	12	12	13
Gregg	"	13	13	13	13	14
Lazare	"	15	15	15	15	16
Portage la Prairie	"	12	12	12	12	13
Uno	"	15	15	15	15	16
Saskatchewan.						
Asquith	"	23	23	23	23	24
Bradwell	"	22	22	22	22	23
Fenwood	"	17	17	17	17	18
Kelliher	"	19	19	19	19	20
Nokomis	"	21	21	21	21	22
Punnichy	"	19	19	19	19	20
South Saskatoon	"	22	22	22	22	23
Tate	"	20	20	20	20	21
Venn	"	21	21	21	21	22
Watrous	"	22	22	22	22	23
Alberta.						
Chauvin	"	24	24	24	24	25
Edmonton	"	25	25	25	25	26
Holden	"	25	25	25	25	26
Ryley	"	25	25	25	25	26
Viking	"	25	25	25	25	26
Wainwright	"	24	24	24	24	25

No. 45.—Rates, by rail, on grain from Points in Manitoba, by the Great Northern Railway to Duluth.

From	To	Rate per 100 Lbs.			
		Wheat.	Oats.	Barley and Rye.	Flax.
		Cts.	Cts.	Cts.	Cts.
Brandon	Duluth	13	13	13	14
Boissevain	"	13	13	13	14
Minto	"	13	13	13	14
Wakopa	"	13	13	13	14
Portage la Prairie	"	12	12	12	13
Carman	"	12	12	12	13
Plum Coulee	"	12	12	12	13
Morden	"	12	12	12	13

No. 45.—Rates, by rail, on grain from Fort William and Port Arthur by the Canadian Pacific Railway to the undermentioned points.

From Fort William and Port Arthur to Points in	Rate per 100 lbs.
Ontario.	Cts.
Arnprior	20
Belleville	20
Brantford	20
Brockville	20
Carleton Place	20
Chalk River	20
Cornwall	20
Depot Harbour	20
Essex	22
Galt	20
Gananoque	22½
Guelph	20
Goderich	20
Hamilton	20
Ingersoll	20
Kempton	20
Kingston	20
London	20
Niagara Falls	20
Orillia	20
Owen Sound	20
Ottawa	20
Palmerston	20
Pembroke	20
Perth	20
Prescott	20
Peterborough	20
Toronto	20
Windsor	20
Quebec.	
Athelstan	25
Aylmer	22½
Beauharnois	23
Beauport	27½
Bonaventure	40
Cascapedia	38¾
Chicoutimi	32
Cookshire	27
Coteau Junction	20
Dorval	20
Gracefield	25
Howick	23
Huntington	24
Iberville Junction	23
Joliette	24
Knowlton	25
Levis	25
Montreal	20
Ormstown	24
Quebec	25
Rimouski	32⅓
St. Hyacinthe	23
St. Polycarpe Junction	20
Shawinigan Falls	25
Shawville	24
Sherbrooke	25
Sorel	26
Stanstead Junction	27
Three Rivers	25
Valleyfield	20
Waterloo	25

No. 45.—Rates, by rail, on grain by Canadian Pacific Railway from Fort William and Port Arthur to the undermentioned points.

From Fort William and Port Arthur to Points in	Rate per 100 lbs.
New Brunswick.	Cts.
Bathurst	32½
Campbellton	32½
Dalhousie Junction	32½
Edmundston	34
Fredericton	30
Grand Falls	38
Moncton	31½
St. John	30
West St. John	30
Woodstock	35
Nova Scotia.	
Antigonish	35
Dartmouth	32½
Glace Bay	42
Haliburton	32½
Halifax	32½
Mulgrave	36½
Stillwater	37½
Pictou	32½
Sydney	37
Truro	32½
Yarmouth	37

No. 45.—Rates, by rail, on grain from Georgian Bay and Lake Huron Ports by Canadian Pacific Railway to the undermentioned points.

From	To	Rate.
Owen Sound and Goderich	Ottawa	10c. per 100 lbs.
" "	Smith's Falls	10c. "
" "	Prescott	10c. "
" "	Sharbot Lake	9c. "
" "	Arnprior	10c. "
" "	Tweed	8c. "
" "	Agincourt	6c. "
Owen Sound and Port McNicholl	Peterboro'	5c. "
Goderich	"	7½c. "
Owen Sound and Goderich	Montreal	10c. "
" "	Riviere du Loup	22½c. "
" "	Matapedia	22½c. "
" "	Montmagny	20c. "
" "	Fredericton, N.B.	20c. "
" "	West St. John, N.B.	20c. "
" "	Moncton, N.B.	22½c. "
" "	Woodstock, N.B.	25c. "
" "	Halifax, N. S.	22½c. "
" "	Truro, N.S.	22½c. "
" "	Sydney, N.S.	27½c. "
Port McNicoll (for export to British and foreign countries, except Newfoundland St. Pierre, Miquelon and United States		5c. per bush., wheat.
	Montreal	3½c. " oats.
		5½c. " wheat.
	West St. John	5c. " barley.
	St. John	3·65 " oats.
		5½c. " flax.

The rates above quoted for Export grain include cost of elevation from steamer to lake port elevators and 30 days' storage therein. They also include *at Montreal* elevation and delivery to ocean steamers, and 30 days' storage at that port.

At West St. John there is an extra charge of ¼ of a cent per bushel, which includes 30 days' free storage at that port.

No. 15.—Rates, by Rail, on grain from Georgian Bay and Lake Huron Ports by Grand Trunk Railway to the undermentioned points.

From	To	Rate.
Midland	Kingston	7½c. per 100 lbs.
"	Peterborough	5c. "
Goderich	London	4½c. "
Midland	Toronto	5½c. "
Goderich	"	6c. "
Point Edward	"	6½c. "
Owen Sound	"	5½c. "
All Ports	Montreal	10c. "
"	Three Rivers	15c. "
"	Sorel	16c. "
"	Quebec	15c. "
"	Sherbrooke	15c. "
"	Stanstead	17c. "
Collingwood		23c. "
Depot Harbor		23c. "
Goderich		22c. "
Meaford	Fredericton	23c. "
Midland	St. John	23c. "
Point Edward		23c. "
Port Colborne		21½c. "
Sarnia		23c. "
Tiffin		23c. "
Collingwood	Halifax	25½c. "
Depot Harbor	"	25½c. "
Goderich	"	24½c. "
Meaford	"	25½c. "
Midland	"	25½c. "
Point Edward	"	24½c. "
Port Colborne	"	24c. "
Sarnia	"	24½c. "
Tiffin	"	25½c. "
All ports	Montreal (export)	5c. per bush. wheat.
"	" "	4¾c. " corn.
"	" "	4½c. " barley.
"	" "	3½c. " oats.
"	St. John & Portland (export)	5½c. " wheat.
"	" "	5½c. " flax.
"	" "	5¼c. " rye.
"	" "	5c. " corn.
"	" "	5c. " barley.
"	" "	3·65 " oats.
"	Halifax (export)	6·10 " wheat.
"	"	6·10 " flax.
"	"	5·81 " rye.
"	"	5·56 " corn.
"	"	5·48 " barley.
"	"	3·97 " oats.

The rates above quoted for Export grain include cost of elevation from steamer to lake port elevators and 30 days' storage therein. They also include *at Montreal* elevation and delivery to ocean steamers, and 30 days' storage at that port.

REPORT

OF

THE BOARD OF GRAIN COMMISSIONERS

FOR CANADA

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APPENDIX.

OFFICE OF BOARD OF GRAIN COMMISSIONERS FOR CANADA,
FORT WILLIAM, ONT., January 7, 1913.

Hon. GEO. E. FOSTER, M.P.,
Minister of Trade and Commerce,
Ottawa, Ont.

SIR,—We have the honour to submit the following report, as required by Section 14 of Chapter 2, George V., 'An Act Respecting Grain.'

We have the honour to be, sir,
Your obedient servants,

ROBERT MAGILL,
Chief Grain Commissioner.

W. D. STAPLES,
Grain Commissioner.

FRANK E. GIBBS,
Grain Commissioner.

CHAPTER 1.

THE BALANCE OF LAST YEAR'S CROP.

1. Tough, Damp and Wet Grain.

Owing to climatic conditions a considerable proportion of the crop of 1911-12 was graded as tough, damp and wet. Much of the tough grain was marketed without being dried, and during the winter of 1911-12 the drying capacity of Port Arthur and Fort William was fairly equal to the demand. When the warm weather came the damp and wet grain began to go out of condition. The Board watched closely to see whether the drying plants at Fort William and Port Arthur were able to dry all the grain that needed to be dried. It was not until the end of the first week of July that the quantity to be dried passed the drying capacity of the terminals. Owing to the multiplicity of grades, and owing also to the fact that in drying individual car lots were kept separate, the actual drying capacity of the terminals amounted to about 35,000 bushels per day, and on July 11 it was estimated that in the terminal elevators, and in cars in the yards, there was something over a million bushels of tough, damp and wet grain.

It was evident that much of this grain would become a total loss unless some way could be found to have it dried. Various alternative means of dealing with it were considered by the Board. One was to have cars of grain diverted from the West to Duluth. Another was to have cargoes of grain shipped from Fort William to Duluth. Another was to order the terminal elevators to take in the grain and keep elevating it to prevent its becoming worse, until it should be dried. Another was to import a drying plant, if this were possible.

Of these alternatives the Board considered the last one to be the best, if feasible, and immediately opened negotiations with the Armour Grain Company, Chicago, which company had recently built a floating dryer. A representative of the company had visited Winnipeg and Fort William in the month of February with the object of ascertaining whether the company could get business for the floating dryer in Canada. At that time, however, the Canadian drying plants were equal to the demand. At the request of the Board the company sent a representative to Fort William to meet the Board on July 11. He stated that the dryer had a capacity of about 35,000 bushels per day and that it could come from Buffalo as quickly as a freight steamer, and could elevate grain either into cars or elevators. He laid down three conditions to which the Board of Grain Commissioners must agree before the company would send the dryer to Fort William: First, that if, after the boat came to Fort William, there took place any fire at an American elevator or grain port, or if there was any salvage work to be done the dryer would immediately leave Fort William. Second, that the company would not pay duty. Third, that the company would not accept the rates at which the Canadian plants dried grain; it must be permitted to charge higher rates. The Board allowed the company to charge higher rates but the filed rates for the Canadian drying plants were not changed. If, therefore, owners of grain needing to be dried were willing to pay the higher rates to the Armour Grain Company they could do so, whereas, if they preferred waiting their turn at the local dryers they could do so at the Canadian rates. This arrangement was submitted to the trade at Winnipeg and unanimously approved. It was also

published widely in the public press so that producers should be informed of the conditions. The company intimated that their rates would run from three to seven cents per bushel according to the condition of the grain. The Board also decided to recommend the government to remit the duty upon the floating dryer. The government agreed on condition that the rates charged were satisfactory to the Board of Grain Commissioners, and also on condition that the dryer should be exported at a date mentioned. The dryer began work on July 19 and continued operating until September 16. The following table shows the work performed, the quantity of grain dried, the shrinkage, the rate per bushel and the total amount earned:—

GRAIN DRIED BY THE ARMOUR DRYER AT FORT WILLIAM, PORT ARTHUR AND THUNDER BAY.

Date.	Railroad.	Elevator.	Kind of Grain.	Condition.	Wet Bushels.	Dry Bushels.	Bus. Shrinkage	Price.	Amount.
								cts.	$ cts.
July 19–20	C.P.R.	B	Wt. htd. htg.	Heating	78,106	71,802	6,304	3½	3,524 54
" 22–23	"	B	Wht. and oats	"	140,089	135,389	4,720	6-3½	5,978 09
" 24–25	"	B	Oats heating	"	56,996	55,057	1,939	3½	1,994 86
" 25–A 5	"	B	Cond. wheat	Hot & caked	120,318	115,392	4,926	6 7	8,119 13
" 26–27	Thunder Bay		N..G. htg. wht	Heated & ht	33,654	32,393	1,262	6	2,019 28
" 27–28	"		Cond. wheat	Hot	15,435	13,884	540	6	866 10
" 28–30	"		Cond. oats	Heating	60,683	58,557	2,208	3½	2,127 10
" 30–31	Port Arthur		N.G. Cond. oats	"	192,433	185,504	69,299	3½	6,735 15
3–4	"		Cond. wheat	Hot	36,110	34,510	1,599	6	2,166 63
" 12–15	C.P.R.	B	Cond. wheat	"	96,986	93,086	3,900	6	5,819 20
" 15–16	"	B	Rej. htg. wht	"	41,156	39,318	1,737	6	2,469 36
" 16–17	"	B	N.G. ntg. wht	"	10,828	10,312	516	6	649 68
" 17–18	"	B	Cond. htd. wht	"	45,359	43,359	2,199	7	3,175 14
" 19–20	"	B	No. 6 tf.htg. wt	Heating	26,905	25,920	984	6	1,614 30
" 20–21	"	B	N.G. tf. wheat	Damp	19,165	19,411	753	6	1,149 90
" 21–23	"	B	N.G. No. 3 tf. wheat	Damp htg	51,343	49,398	1,945	6	3,800 63
" 23–24	"	B	Ex. 1 htg. oats	Hot	140,880	136,768	4,112	3½	4,930 81
" 24–25	"	B	Cond. wheat	Hot caked	43,147	40,708	2,439	7	3,020 30
" 25–26	"	B	N.G. Ex. 1 fd. oats	Heating	108,217	104,439	3,777	3½	3,787 60
" 26–27	"	B	Cond. oats	Hot	86,182	85,224	1,458	3½	3,037 37
" 27–30	Port Arthur	E1	Cond. & N.G. wht	Heating	73,026	69,700	3,325	6-7	4,381 56
" 30–S. 2	"	E1	Cond. oats	"	127,110	122,665	4,345	3½	4,445 35
Sept. 4 5	Thunder Bay	E1	Cond. & N.G. wheat	"	124,354	119,391	4,959	6	7,461 70
" 5– 6	"	E1	Htg. barley	"	8,175	7,932	242	5	408-78
" 5– 6	C.P.R.	B	Cond. oats	Hot	35,968	34,588	1,380	3½	1,258 90
" 6– 7	"	B	N.G. fd. wheat	Heating	59,200	55,996	3,204	6	3,552 00
" 7	Thunder Bay	E1	N.G. oats	"	60,220	58,378	1,342	3½	2,107 70
" 7– 9	C.P.R.	B	N.G. rej. wheat	"	22,891	21,868	1,022	6	1,373 46
" 9–10	"	B	N.G. No. 3 htg. wheat	"	29,568	28,131	1,436	6	1,774 09
" 9–10	"	B	N.G. No. 4 htg. wheat	"	23,272	22,405	867	6	1,396 37
" 10	"	B	N.G. No. 6 wheat	"	19,912	18,492	1,420	6	1,194 77
" 11	"	B	N.G. No. 4 tf	Damp	48,191	46,189	8,001	6	2,891 46
" 12	"	B	N.G. No. 6 tf	"	15,598	14,954	644	6	935 91
" 12	Lot 32	B	N.G. 5 tf. wheat	"	8,810	3,203	598	6	528107
" 12	" 33	B	N.G. tf. rej. htg. wheat	Heating	3,517	3,222	295	6	211 06
" 13	" 34	B	N.G. 5 rej. htd. htg. wheat	Heated	9,120	8,657	463	6	547 21
" 13	" 35	B	N.G. fd. htd. wheat	Heating	3,964	3,845	118	6	237 84

GRAIN DRIED BY THE ARMOUR DRYER AT FORT WILLIAM, PORT ARTHUR AND THUNDER BAY—*Concluded.*

Date.	Railroad.	Elevator.	Kind of Grain.	Condition.	Wet Bushels.	Dry Bushels.	Bus. Shrinkage	Price.	Amount.
								cts.	$ cts.
Sept. 13		B	Wheat tough	Damp	8,343	8,016	327	6	500 63
" 14	" 36	B	Cond. wheat	Heating	40,417	37,083	2,333	6	2,425 04
" 14	" 37	B	N.G. fd. oats htd	"	35,611	33,632	1,979	3½	1,246 40
" 15	" 38	B	N.G. 3 oats hdg	"	14,485	13,927	657	3½	510 48
" 16	" 39	B	Cond. oats htd	"	10,416	10,132	284	3½	364 57
" 16	" 40	B	N.G. rej. tf. wheat	"	6,231	5,960	271	6	373 87
" 16	" 13	A	Cond. oats	"	27,320	26,248	1,072	3½	956 20
Totals					2,209,801	2,118,841	102,133		107,348 60

Thus the dryer operated forty-four days, charged on the average 4·85 cents per bushel, and earned $107,348.60.

This is a large amount to pay a foreign company for drying Canadian grain. On the other hand most of the grain was heating, or hot, and would have been utterly lost had not this foreign plant been available. It was all saved—all reports to the contrary notwithstanding. In the appendix the prices offered for such grain in Duluth and Fort William are given, and it will be noted that the average price was higher in Winnipeg than in Duluth.

It is to be regretted that Canada was so ill prepared to meet an emergency, which, though hitherto rare, yet being climatic might recur at any time. Drying plants were not attractive to private capital at the rates current in Canada, and so the country lost heavily. This is not the only illustration which the last six months have afforded of the general inadequacy of existing facilities for handling western grain.

The government elevator will be equipped with a large drier, but as it cannot be in operation until September, 1913, the Board considered it necessary to endeavour to increase immediately the drying capacity of the terminals.

Two methods of doing so were possible. One was to build or buy a floating drier, and the other to persuade the terminals elevators to install more driers. The filed rates for drying grain in Canada were:—

1. One-half cent per bushel for tough grain.
2. One-half cent per bushel for damp grain.
3. One-half cent per bushel for wet grain.

The Empire Elevator Company offered to install a drier immediately in the Empire Elevator and if necessary another in the Thunder Bay Elevator on condition that the Board sanctioned a four (4) cent rate for treating damp and wet grain. The Board considered that under the circumstances this was expedient, and the drier has been installed in the Empire Elevator.

2. Complaints from the United Kingdom.

Complaints have been received from the United Kingdom to the effect that several cargoes of last year's grain arrived there out of condition. The following is a list of such cargoes:—

AVONMOUTH DOCKS.

Statement showing particulars of *Grain from Montreal* from opening of season, May to August 10, 1912, which arrived in heated condition and could not be delivered to orders ex. ship in consequence:—

June 12	Ariel	789	Wheat	456 bushels
June 12	Ariel	789	Oats	7,256 "
June 29	Englishman	800	Oats	14,152 "
June 30	Clearpool	802	Oats	18,096 "
July 4	Manxman	805	Oats	8,474 "
July 29	Monmouth	824	Barley	15,772 "
July 19	Cornishman	818	Oats	57,131 "
July 29	Monmouth	824	Oats	41,663 "
Aug. 10	Englishman	834	Wheat	7,742 "
Aug. 4	Turcoman	829	Oats	17,250 "
Aug. 10	Englishman	834	Barley	7,800 "
				195,792 "

The grain carried in these vessels was traced to the lake steamers and the terminal elevators. The following table shows the details as made out by the Chief Inspector of the Eastern Division:—

Name of Ocean Steamers.	Date Left Montreal.	Date of Arrival.	Kind of Grain Loaded.	Loaded at	Lake Steamers.	Date Loaded.
	1912.	1912.				1912.
Englishman..	July 27	Aug. 10	No. 3 Northern	Fort William	Strathcona	July 15
Englishman..	July 27	Aug. 10	No. 5 Wheat	Fort William	Newona	July 2
Englishman..	July 27	Aug. 10	No. 6 Wheat	Fort William	Edmonton	July 6
Englishman..	July 27	Aug. 10	Sample Wheat	Fort William	Edmonton	June 8
Englishman..	July 27	Aug. 10	Sample Wheat	Fort William	Edmonton	July 6
Englishman..	July 27	Aug. 10	No. Four Barley	Fort William	Beaverton	June 22
Englishman..	July 27	Aug. 10	No.Four Barley	Fort William	Edmonton	July 6
Monmouth...	July 13	July 29	No. One Feed Oats.	Duluth	Dounacona	June 7
Monmouth...	July 13	July 29	No. One Feed Oats.	Duluth	Dunelm	June 26
Monmouth...	July 13	July 29	Feed Barley	Richardsons' Elevator.	Toiler	.....
Monmouth...	July 13	July 29	Feed Barley	Richardsons' Elevator.	Barge Brighton	.....
Englishman..	July 27	Aug. 10	No. Four Barley	Fort William	J. H. Plummer	July 14
Manxman....	June 22	July 4	No. One Feed Oats.	Fort William	Midland Prince	May 4
.....	.....	.....	No. One Feed Oats.	Buffalo	H. C. Packer	May 23
.....	.....	.....	No. One Feed Oats.	Fort William	Neepawah	May 30
.....	.....	.....	No. One Feed Oats.	Fort William and Port Arthur.	Midland King	June 3
.....	.....	.....	No. One Feed Oats.	Fort William	Neepawah	May 30
Corinshman..	July 7	July 29	No. Two Feed Oats.	Fort William	Neepawah	May 30
.....	.....	.....	No. Two Feed Oats.	Fort William	Midland Prince	June 7
Cornishman..	July 7	July 29	No. One Feed Oats.	Fort William	Neepawah	May 30
.....	.....	.....	No. One Feed Oats.	Fort William and Port Arthur.	Midland King	June 3
.....	.....	.....	No. One Feed Oats.	Fort William	Midland Prince	May 4

Destination.	Bushels.	Holds of Ocean S.S.	Remarks.
Montreal.....	16,000	No. 5 Hold Forward Part.	Unloaded direct from inland to ocean steamer, July 25, 1912.
Depot Harbour....	7,994–40	No. 6 Orlop.....	Transferred at Depot Harbor into cars thence to Montreal discharged into G. T. R. Elevator B. floated into Barge Madona, hence into ocean steamer July 25, 1912.
Kingston.....	16,000–00	No. 3 Hold.....	Transferred at Kingston into Barge Melrose, thence to Montreal discharged into Harbour Com. Elev. hence into ocean S.S. July 23, 1912.
Montreal.....	7,403–30	No. 5 Aft. Part.	Unloaded into Harbour Com. Elev. hence into ocean steamer July 23, 1912.
Kingston.....	596–30	No. 5 Aft. Part.	Transferred at Kingston into barge Melrose, thence to Montreal discharged into Harbour Com. Elev. hence into ocean steamer July 23, 1912.
Kingston.....	29,786–22	No. 1 & 6 Holds	Transferred at Kingston into barge Hector thence to Montreal discharged into G. T. R. Elev. B. floated Ex. G. T. R. into barges Ethel and Madona hence into ocean S.S. July 25, 1912. Transferred at Kingston into barge Valencia to Harbour Com. Elev. hence into ocean S.S July 25, 1912.
Montreal.....	29,058-28	No. 2 Hold.....	Unloaded into Harbour Com. Elev. into ocean S.S. July 11, 1912.
Montreal.....	17,933-18	No. 2 Hold.....	Loaded direct from inland to ocean S.S. July 11, 1912. Melady & Co.
Montreal..... ..	14,037-34	No. 4 Hold. ...	Unloaded into G. T. R. Elev. B. hence into ocean steamer July 12, 1912.
Montreal.....	2,628–46	No. 4 Hold.....	Loaded direct from inland to ocean steamer July 12, 1912. Jas. Richardson & Sons, Ltd.
Montreal..	20,315–40	No. 4 Hold and No1 Orlop.	Loaded direct from inland to ocean steamer July 25, 1912. British Empire Grain Co.
Tiffin.....	9,421–06	No. 3 Hold and No. 2 Hold and Orlop.	Transferred at Tiffin into cars thence to Montreal discharged into G. T. R. Elev. B. hence into ocean steamer June 22, 1912.
Montreal..... ..	11,181–06	"	Unloaded into Harbour Com. Elev. hence into ocean steamer June 22, 1912.
Montreal.....	12,628–00	"	Unloaded into Harbour Com. Elev. hence into ocean steamer June 22, 1912.
Port Colborne.....	41,602–24	"	Transferred at Port Colborne into barge Quebec thence to Montreal hence into ocean steamer June 22, 1912. Grain Growers Grain Co.
Port Colborne.....	10,162–00	"	Transferred at Port Colborne into barge Quebec thence to Montreal hence into ocean steamer June 22, 1912.
Montreal.....	43,792–28	No. 2 & 4 Holds	Unloaded into Harbour Com. Elev. hence into ocean steamer July 6, 1912.
Port Colborne.....	3,266–00	"	Transferred at Port Colborne into barge Melrose thence to Montreal hence into ocean steamer July 6, 1912. Grain Growers Grain Co.
Montreal.....	816–04	No. 5 & Orlop..	Unloaded into Harbour Com. Elev. hence into ocean steamer July 6, 1912.
Port Colborne.....	23,603–00	"	Transferred at Port Colborne into barge Melrose thence to Montreal hence into ocean steamer July 6, 1912.
Tiffin	3,816–06	"	Transferred at Tiffin into cars thence to Montreal discharged into G. T. R. Elev. B. hence into ocean steamer July 6, 1912. Grain Growers Grain Co.

The above list was accompanied by the following from the Chief Inspector of the Eastern Division:—

SIR,—Referring to yours of the 7th inst., I beg to say that the grain mentioned in these memos. having been loaded and inspected at Fort William, Port Arthur and Duluth, and again on ocean steamers at Montreal, without any supervision by the staff of this office, it is impossible for me to say anything concerning the quality or condition of the grain on its arrival at this port; the only thing that was done by this office in connection with these shipments, was the issuing of some splits.

As the complainants did not give any information as to bills of lading, location of grain in ocean steamers, grades or certificates, it became necessary to seek information from steamship companies, shippers and agents, some of whom gave the information freely, others reluctantly, some very tardily, and others declined.

As no doubt all European buyers of Canadian grain are well aware of the stand the Canadian Government has held and still holds with regard to the finality of inspection of grain, and, as I am credibly informed, there is a contract between Canadian exporters and European importers to the effect that inspection, at a point specified in the contract, must be final as to quality, it is difficult under these circumstances to find grounds to justify such severe strictures from the importers.

The information gathered regarding the various shipments, I put before you in tabulated form.

I have the honour to be, sir,
Your obedient servant,

(Sgn.) A. G. McBEAN.

The Acting Chief Inspector of the Western Division was then furnished with copies of these lists and instructed to report upon the loading of the cargoes at the terminal elevators. The following is a copy of his report:—

WINNIPEG, November 15, 1912.

C. BIRKETT, Esq.,
Secretary Board of Grain Commissioners,
Fort William, Ont.

DEAR SIR,—I have your favour of November 8, file No. 38, requesting a report on the inclosed list of cargoes.

In reply I would say I have examined my samples of these cargoes taken at time of loading, and find them in good shape, dry, sweet and of good colour, with the exception of the sample wheat No. 49 loaded on the *Edmonton*.

By my sample of this lot, I would expect the wheat to go wrong, as it is not dry and has a smell.

With this exception these cargoes were in good shape when loaded. Further than this, I have no supervision over them.

I am inclosing you a list giving name of vessel, date, grade, where loaded, number of bushels; also remarks as to how I found my samples. I am also

sending you a portion of each sample that you may examine them, and would suggest that they be forwarded to the Secretary of the London Corn Trade Association.

These samples were placed in tin boxes with a close fitting cover at time of loading, preserving the identity and condition of the grain.

On the list which you inclosed, there are two shipments out of Buffalo, and two out of Richardson & Sons' elevator at Kingston. These I have no means of tracing.

I am inclosing file No. 38.

Yours truly,

(Sgn.) GEO. SERLS,
Acting Chief Inspector.

Vessel.	Date Loaded	Grade.	Point of Shipment.	Quantities.	Remarks.
Tagona	May 24	Ex. 1. Fd. O.	Port Arthur..	11s,000 bu.	Good color dry and sweet.
Midland Prince	" 4	Feed Wheat..	Fort William..	151,800 "	Dry and sweet.
Midland Prince	" 4	No. 1 Fd. O.	Fort William..	107,000 "	Good in color, dry and sweet.
Emperor	" 15	No. 1 Fd. O.	Port Arthur.	90,000 "	Good in color, dry and sweet.
Strathcona	" 15	No. 3 C.W. O.	Port Arthur.	32,732-22 "	Good in every respect for C.W.
Strathcona	" 15	Ex. 1 Fd. Oats	Fort William.	96,900 "	Good in color, dry and sweet.
Strathcona	" 15	3 Nor. Wht...	Port Arthur.	45,000 "	Good 3 Nor. Dry and sweet.
Sequin	" 13	Ex. 1. Fd. O.	Port Arthur.	66,500 "	Good heavy oats, dry, sweet, good.
Kenora	" 14	No. 1 Fd. O.	Port Arthur.	77,000 "	Good in color, dry and sweet.
Newona	July 2	No. 5 Wheat..	Fort William.	40,000 "	Well up to grade, dry and sweet
Edmonton	" 6	No. 6 Wheat..	Fort William.	20,000 "	Well up to grade, dry and sweet
Edmonton	" 6	No. 4 Barley.	Fort William.	8,743-26 "	Dry and sweet.
Edmonton	June 8	Sample Wheat No. 49.	Port Arthur.	16,079-40 "	Not dry, some smell, would not expect this wheat would keep.
Beaverton	" 22	No. 4 Barley.	Fort William.	30,000 "	Dry and sweet.
Donnacona	" 7	No. 1 Fd. O.	Duluth.....	25,512-24 "	Dry and sweet, good color.
Dunelm	" 26	Ex. 1 Fd. Oats	Duluth.....	28,302-16 "	Dry and sweet, good color.
J. H. Plummer	July 14	No. 4 Barley.	Fort William.	20,341-40 "	Dry and sweet.
Neepawa	May 30	No. 1 Fd.Oats	Fort William.	25,000 "	Dry and sweet, good color.
Midland King	June 3	No. 1 Fd.Oats	Port Arthur.	10,329-14 "	Dry and sweet, good color.
Neepawa	May 30	No. 2 Fd.Oats	Fort William.	45,000 "	Dry and sweet, good color.
Midland King	June 3	No. 1 Fd.Oats	Fort William.	54,670-20 "	Dry and sweet, good color.
Midland King	" 7	No. 2 Fd.Oats	Fort William.	66,367-09 "	Dry and sweet, good color.

In accordance with the suggestion of the Acting Chief Inspector portions of the samples were sent to the London Corn Trade Association.

Sample cargo 49 ex. *Edmonton* carried no inspection certificate.

The Board could find no ground for holding that the inspectors in the Western Division had not exercised all reasonable care in dealing with these cargoes, and under the law the western inspection is final. As, however, the standing of Canadian certificates in the British market is an important asset, the Board sought to ascertain whether the grain was interfered with while in transit between the terminal elevators and the ocean steamers.

Four of the cargoes were loaded direct from the lake into the ocean steamers, and the time that elapsed between the date of loading at Fort William and that of loading into the ocean steamers was from 10 to 15 days.

Two were unloaded into cars, thence unloaded into the Grand Trunk Railway elevator, and thence into the ocean steamer, the period being from 33 to 40 days.

One was unloaded into cars, thence into the Grand Trunk elevator, thence into barges, and thence into ocean steamers, the period being 23 days.

Three were unloaded into barges, thence into the Harbour Commissioners' elevator and thence into the ocean steamers, the period being from 17 to 19 days.

Six were unloaded into the Harbour Commissioners' elevator and thence into the ocean steamers, the period being from 23 to 45 days.

One was unloaded into barges, thence into the Grand Trunk Railway elevator, thence again into barges, and thence into the ocean steamer, the period being 33 days.

One was unloaded into the Grand Trunk Railway elevator and thence into the ocean steamer, and four were unloaded into barges and thence to Montreal, whether into an elevator or not was not specified, and thence into the ocean steamers, the period being from 19 to 33 days.

Theoretically, the grain may have gone out of condition:

1. By natural deterioration.
2. By being tampered with in the eastern elevators.
3. By unfavourable conditions in boat, barge or bin, or in loading and unloading.

The Board had no means of reaching any definite conclusion.

SUPERVISION IN THE EASTERN DIVISION.

Investigation of these cargoes brought up the matter of supervision of western grain while in transit through the Canadian channels to Atlantic steamers. There is no supervision at present. The inspectors in the eastern division have never been charged with that duty hitherto, and the Grain Act does not permit the reinspection of western grain in the eastern division. In the following communication the Liverpool Corn Trade Association give their views on the matter:—

LIVERPOOL, ENG., September 27, 1912.

DEAR SIR,—My directors have received numerous complaints of the bad condition in which Canadian oats have recently been landed at this port.

In each case a period of about three months has elapsed between the inspection of the grain at Fort William or Port Arthur and the shipment from the seabord, and upon examination of samples here by the official sampler of this association it is evident that the oats were not shipped in good condition.

As you are no doubt aware, merchants on this side purchase grain from the western provinces of Canada on contracts which provide that a certificate shall be final as to quality, and when such certificate is tendered, the buyer must accept the quality or condition.

It appears to my directors that the care exercised by the inspectors at the interior points that the grain should be satisfactory as to quality and condition, is to a very great extent rendered useless if no steps are taken to see that the same goods are shipped in good condition at the seaboard.

I am instructed to ask you if your department will give this matter very careful consideration, and my directors would suggest that supervision and inspection of Canadian grain shipped at Canadian ports by a government

inspector on the point of condition, would prevent the reputation of the western quality certificates being prejudiced by the grain being shipped into the ocean steamers in poor condition.

Yours faithfully,

(Sgn.) R. R. DIXON,

Asst. Secretary.

The Liverpool Corn Trade Association thus ask for a supervision and inspection of western grain at the Atlantic seaboard on the point of condition.

This matter is taken up in another section of this report.

CHAPTER 2.

MATTERS OF INSPECTION IN WESTERN DIVISION.

(1) Multiplicity of Grades.

In dealing with the balance of last year's crop the Board realized that the capacity of the elevators was reduced by the excessive number of grades. It was calculated by the Acting Chief Inspector that under the existing practice no less than 530 grades of grain were recognized, though not all of these were found in any one harvest. The inspector's list showed that Nos. 1, 2, 3 and 4 Northern wheat had each been subdivided into 47 distinct grades, as follows:—

No. 1 Northern—

Rejected 1 Northern mixed, wild oats and other seeds.
Rejected 1 Northern mixed with barley.
Rejected 1 Northern mixed with heated.
No grade 1 Northern tough.
No grade 1 Northern damp.
No grade 1 Northern wet.
No grade tough rejected 1 Northern on account wild oats and other seeds.
No grade tough rejected 1 Northern on account barley.
No grade damp rejected 1 Northern on account wild oats and other seeds.
No grade damp rejected 1 Northern on account barley.
No grade wet rejected 1 Northern on account wild oats and other seeds.
No grade wet rejected 1 Northern on account barley.
No grade tough rejected 1 Northern mixed with heated.
No grade damp rejected 1 Northern mixed with heated.
No grade wet rejected 1 Northern mixed with heated.
No grade tough rejected 1 Northern mixed with heated and heating.
No grade damp 1 Northern mixed with heated and heating.
No grade wet rejected 1 Northern mixed with heated and heating.
No grade tough smutty 1 Northern rejected 1.
No grade wet smutty 1 Northern rejected 1.
No grade damp smutty 1 Northern rejected 1.
No grade tough smutty 1 Northern rejected 2.
No grade damp smutty 1 Northern rejected 2.
No grade wet smutty 1 Northern rejected 2.
No grade tough smutty rejected 1 Northern mixed with wild oats and other seed rejected 1.
No grade tough smutty rejected 1 Northern mixed with wild oats and other seed rejected 2.
No grade damp smutty rejected 1 Northern mixed with wild oats and other seed rejected 1.
No grade damp smutty rejected 1 Northern mixed with wild oats and other seed rejected 2.
No grade wet smutty rejected 1 Northern mixed with wild oats and other seed rejected 1.
No grade wet smutty rejected 1 Northern mixed with wild oats and other seed rejected 2.

No grade tough smutty rejected 1 Northern mixed with heated rejected 1.
No grade tough smutty rejected 1 Northern mixed with heated rejected 2.
No grade damp smutty rejected 1 Northern mixed with heated rejected 2.
No grade damp smutty rejected 1 Northern mixed with heated rejected 1.
No grade wet smutty rejected 1 Northern mixed with heated rejected 1.
No grade wet smutty rejected 1 Northern mixed with heated rejected 2.
No grade Northern tough and sour.
No grade 1 Northern damp and sour.
No grade 1 Northern wet and sour.
Rejected 1 Northern mixed with fireburnt.
Rejected smutty 1 Northern mixed with heated rejected 1.
Rejected smutty 1 Northern mixed with heated rejected 2.
Rejected smutty 1 Northern mixed with heated wild oats and other seed rejected 1.
Rejected smutty 1 Northern mixed with heated wild oats and other seed rejected 2.
Rejected smutty 1 Northern mixed with heated and barley rejected 1.
Rejected smutty 1 Northern mixed with heated and barley rejected 2.

Nos. 2, 3 and 4 were similarly subdivided, and so were the other grades and grains.

Cause of Multiplicity of Grades.—Inspectors are required to note the reasons for the grades they give. These reasons appeared to indicate different values. It was, therefore, an easy step to treat them as sufficient grounds for separate binning and trading, and this step was taken because of a certain pressure from producers and traders. Increasing the number of grades was the only way by which the grading system could be made elastic enough to provide for lots of grain which, while within the same grade, varied in character and value. In the markets of the United States trading by sample gives the elasticity required, so that the grades are few. In the absence of sample markets in Canada, the multiplicity of grades is almost inevitable.

Effect of the Multiplicity of Grades.—The excessive number of grades tended to confusion in the inspection. A glance at the list of the subdivisions of No. 1 Northern is enough to show the absurdity of it. A still worse effect was that it reduced to a marked degree the capacity of the elevators. A large bin might be occupied for several weeks by a small lot of one of these absurd grades, and the drying capacity of the terminals was reduced 25 per cent by the same cause.

Reduction of the Grades.—At the request of the Board, a committee of expert grain men, along with the Acting Chief Inspector, attempted to reduce the list, with the following result:—

The grades in use for the crop of 1912:

No. 1. Hard.
No. 1 Northern.
No. 1 Northern damp.
Smutty No. 1 Northern.
Rejected No. 1 Northern on account seeds.
Rejected No. 1 Northern on account heated.

This makes six divisions of each of the six grades of spring wheat. The same applies to the five grades of winter wheat.

No. 1 CW oats.
No. 1 CW oats tough.
No. 1 CW oats damp.
Rejected oats mixed with heated.
Condemned.

This makes five divisions of each of the six grades of oats.

No. 3 CW barley.
No. 3 CW barley tough.
No. 3 CW barley damp.
Rejected barley mixed with heated.
Condemned barley.

This makes five divisions of each of the three grades of barley.

No. 1 NWC flax.
No. 1 NWC tough.
No. 1 NWC damp.
Rejected mixed with heated.
Condemned.

This makes five divisions of each of the three grades of flax.

The grades 'Rejected mixed with heated' and 'Condemned' have been used but little so far in grading this crop, but may be required later on.

A substantial reduction has thus been effected. The list is, however, still too long. Minnesota has seven grades of spring wheat, and this reduced list leaves thirty-six in Canada, with corresponding differences in the number of grades in the other varieties of wheat and other kinds of grain. It would be unjust to the producers of grain in Canada to insist upon a radical reduction in the number of grades unless sample trading were permitted.

(2) Moisture Testers.

It was a matter of surprise to the Board that there were no moisture testers in the inspection offices of the Western Division. Inspecting tough grain or grain that has been dried is by no means easy, and it was especially difficult in the crop of 1911-12. The inspectors had only their sense to guide them in estimating the amount of moisture in the grain, though for a small sum of money they might have been given mechanical aid. It is an evidence of the good work done by them that so few cargoes shipped went out of condition. It appeared to the Board that in the interest of accurate inspection the time had more than come in Canada when every mechanical aid should be secured. The offices were accordingly equipped with moisture testers.

(3) The Commercial Grades.

The London Corn Trade Association has made the following proposal with reference to the commercial grades:—

That the present commercial grades be standardized on a similar basis to Nos. 1 and 2 Northern, stating the maximum percentage of unsound grains and admixture (i.e., everything that is not wheat) and the minimum percentage of sound wheat, and this proposal is supported by the Liverpool Corn Trade Association and the National Association of British and Irish Millers.

No. 3 Northern.—The London Corn Trade Association also asked for a closer definition of No. 3 Northern Manitoba on similar lines to Nos. 1 and 2.

View of the Board.—The standardization of the commercial grades and the closer definition of No. 3 thus proposed could not be carried into effect for the crop of 1911 and 1912.

The Board recognized that there is much to be said in favour of the proposals, although the commercial grades have hitherto been fixed relative to the actual conditions of the crop of each year. The practicability of the proposal is being investigated, but the Board is not yet in a position to make a final report upon the matter.

(4) Inspection Districts in the West.

Lethbridge, Moosejaw and Regina have applied to be made inspection points, and in addition milling interests at other points have asked that inspectors be placed at their mills.

Hitherto such inspection districts have not been established in the West—they have been a perquisite of the East. In the West inspection has been confined to terminal points or points leading direct to terminal points. The only concession granted in the West to mills was that of weighing, and weighmen were placed only at such mills as guaranteed any deficit that might arise between revenue and expenses. In the East no such condition was annexed in the case of inspection districts or inspection at milling points.

The lines along which the grain laws have been administered up till date have resulted in a shortage both of money and of qualified inspectors. The Board has neither the men nor the money necessary to grant all these applications or even a few of them immediately.

Yet the applications cannot be lightly disregarded whether for inspection districts or for inspection at milling points. Further on in this report there is a policy recommended which would mean the naming of certain points within the grain area as terminal points and which would mean the establishment there of both elevator and inspection facilities. This policy would meet some of these applications.

In regard to inspection for mills, the Board consider that there should be a uniform practice east and west based on the principle that inspection and weighing would be granted to milling points on condition that the parties so served guaranteed any deficit that resulted. This matter of revenue and expenditure appears trifling to some of the applicants. It is dealt with later in this report.

CALGARY SURVEY BOARD.

A Survey Board has been established at Calgary, on lines similar to those governing the Survey Board at Winnipeg. The Calgary Board is restricted to west-going grain.

CHAPTER 3.

ELEVATORS.

(1) Country Elevators.

There are in operation 2,225 public country elevators, with a total capacity of 67,000,000 bushels. The laws governing them were administered through the office of the Warehouse Commissioner previous to the appointment of the Board. The work of that office included in general:—

1. The licensing and bonding of the elevators, and the issuing of rules and regulations.
2. Inspecting the elevators.
3. Collecting statistics.
4. Investigating complaints from producers.

As the number of elevators increased the work of the office grew in volume.

1. The issuing of licenses, bonds, rules and regulations for such a large number of elevators involved a considerable amount of clerical work of a more or less routine character.

2. The work of inspection was done by the Deputy Commissioner. It is impossible for one man to visit so many elevators scattered over so large an area. This work accordingly, however useful, fell behind, and appears to have become an inspection only upon special occasions.

3. The office aimed at very complete statistics. Quarterly and annual statements of a most detailed character were required from the elevators, and this involved a huge amount of clerical work. Some use was made by the trade of some of the statistics, but little use was made of most of them. Figures from over two thousand country elevators, figures, too, which were not verified, can have little value for purposes either of trade or administration. Some really valuable statistics were collected in this office, but the attempt to secure such complete details about the grain handled in each country elevator, however justifiable for a time, gave little return.

4. The investigation of complaints was an important part of the work of this office. The creation of the new office of Shippers' Agent relieved it to some extent in this respect.

The warehouse commissioner's work included in its scope more than the country elevators, but the above are the main lines along which these were administered. For these lines of work Winnipeg was the most suitable location. The work required quick communication with elevator, grain and railway companies, and these had their headquarters in Winnipeg. Further, Winnipeg is not inaccessible to grain growers, and numbers of these visited the office in person. Although, therefore, the number of offices connected with the administration of the grain laws appears to be excessive, the Board could not close this particular office altogether. The licensing, bonding and the issuing of notices, rules and regulations have been transferred to the Board's offices at Fort William. The collecting of statistics has been also transferred, and the question what statistics are worth collecting is being carefully considered. On the other hand the Board appointed for a period of six months five travelling agents, who devote the whole of their time to the visiting of the country elevators. Each was given a district, and each is required to send a daily report to the Board. The work of these agents is to make a regular inspection of the elevators in their respec-

tive districts, to ascertain the conditions both as regards storage and transportation, send full information to the Board, and to see that the laws are obeyed. The former Deputy Commissioner was retained in the office at Winnipeg partly to assist the travelling inspectors, and partly to act as shippers' agent in the place of Mr. D. D. Campbell, who resigned. The former Warehouse Commissioner, Mr. Castle, was transferred to the Board's office in Fort William.

The storing of grain at interior points has given rise to much heartburning in western Canada. To remedy the grievances complained of much legislation has been enacted, many administrative officials appointed, loading platforms were erected, and bold schemes have been proposed and some have been tried.

In the State of Minnesota growers of grain built elevators for themselves. In the year 1911 out of a total of 1,114 local elevators, there were 249 owned by farmers. In Canada a few farmers' elevators have been built, but their career was a troubled one. Within the past two years, however, the Canadian grain growers have taken up the matter in a very different way. The earlier farmers' elevators were independent and isolated, and poor management, keen competition and inadequate support made failure in many cases inevitable. There are still in existence 46 farmers' elevators, each independent of the other—but the new factor lies outside them. The Saskatchewan Co-operative Elevator Company is now operating a line of 139 elevators in Saskatchewan, and the Grain Growers' Grain Company is operating a line of 146 in Manitoba. Should these co-operative companies succeed, and at the present moment there appears to be no reason to anticipate their failure, the storing of grain at initial points has entered upon a new and probably final phase. The Board follow with keen interest and sympathy the progress of the greatest experiment in co-operation ever attempted in Canada, and probably in North America.

WORK OF THE TRAVELLING INSPECTORS.

Four of the inspectors began work at the end of October and the fifth one in December. All told they have reported up to date upon the elevators at over a hundred and fifty points, and their reports have been of great value to the Board. The time has not come to give a detailed analysis of their reports, but there is no doubt that such inspection is one of the best means by which the actual conditions can be ascertained, and the fact that the elevators are being inspected tends in itself toward a more rigid adherence to the law.

The following is a copy of the report which they are required to fill in:—

DAILY REPORT OF COUNTRY ELEVATOR INSPECTORS.

To the Board of Grain Commissioners,
Fort William, Ont.

.....Station.

Sir,—

On the.....day of.....191.... I travelled from..... and arrived at..... at.....o'cloc.

....m. and remained there till..... and beg to submit the following report:

License No.	Name of Elevator.	Storage Charges. 1st Term	Storage Charges. 2nd Term	Are sample receptacles kept that can be locked or sealed?	Does agent show gross and net weight on all tickets?	Are only legal forms of tickets used?	Condition of scales.	Are scales in full view of party delivering grain?	Amount of available storage.	Does agent draw a ample out of each load delivered both in cases of "special bin" and in cases of disputes as to grade?

Is platform built at a curve?	Is platform in— (1) good condition? (2) easy of access?	Dimensions of platform.	Is platform adequate for shippers' requir'm'ts?	Number of orders on car order book.	Number filled.	Number unfilled.	Condition of car order book.	Does station agent give applicant a numbered receipt for each car order?	Give number of cars and dates loaded of 12 different cars— To enable dates of arrival at terminal being checked.
		Deck ....ft. Width....ft. Incline of approach .ft. Rise in...ft.							

Are cars promptly loaded at		Are cars of merchandise unduly delayed in unloading?	Do shippers as a rule see that cars are in good order before loading same?	Is there any dissatisfaction regarding distribution of cars?
Platform.	Elevator.			

Wheat.		Barley.	
Street Prices.	Track Prices.	Street Prices.	Track Prices.
1 H		No. 3x	
1 Nor		No. 3 C.W	
2 Nor		No. 4 C.W	
3 Nor			
No. 4			
No. 5			
No. 6			
Feed			

Oats.		Flax.	
Street Prices.	Track Prices.	Street Prices.	Track Prices.—
2 C.W		1 N.W.C	
3 C.W		2 C.W	
Ex. 1 Fd		3 C.W	
Feed			

General remarks:

Fill in one report for each station.

Country Elevator Inspector.

(2) Eastern Transfer Elevators.

The following is a list of the licensed eastern elevators that handle western grain. The list shows the location, name of operating company, railway line, capacity of the elevator and the total capacity:—

Location.	Operating Company.	Railway	Capacity.
Kingston	Mont. Transportation Co	C.P.R.	1,000,000
	J. Richardson & Sons	"	300,000
Prescott	Prescott Terminal Elev. Co	"	1,000,000
		G.T.R.	
Port McNichol	Canadian Pacific	C.P.R.	2,000,000
Collingwood	Coll. Elevator Co	G.T.R.	200,000
Depot Harbor	Grand Trunk	"	2,000,000
Goderich	Goderich Elev. & Transit	C.P.R.	1,000,000
[redacted]	Western Canada Flour Mills	"	800,000
Meaford	Georgian Bay Milling and Power Company	G.T.R.	700,000
Midland	Midland Elev. Comapny	"	1,200,000
Pt. Edward	Pt. Edward Elev. Co	"	500,000
Tiffin	Grand Trunk	"	2,400,000
	Aberdeen Elev. Co	"	1,000,000
Pt. Colbourne	Government		1,000,000
	Maple Leaf		900,000
Montreal	Harbor Commissioners	C.P.R.	3,620,000
	Montreal Warehousing Co	"	1,400,000
West St. John	Canadian Pacific	"	1,000,000
St. John, N.B	Intercolonial Railway	I.C.R.	500,000
Halifax, N.S	Intercolonial Railway	"	500,000
	Total		23,020,900

It is noteworthy of the above that:—

The state operates 4 with capacity of	5,620,900	bushels.
Railway companies operate 4 with capacity of	7,400,000	"
Private companies operate 12 with capacity of	10,000,000	"

With regard to the amount of grain shipped through each of these three classes, accurate statistics are not in the hands of the Board. It would appear, however, from such statistics as are available, that the elevators owned by private companies shipped of the crop of 1910-11 as much as if not more than the other two put together.

When the grain leaves the terminal elevators it goes to Europe either by way of the United States or through Canadian ports. The following figures give some indication of the relative proportions of the two streams:—

SESSIONAL PAPER No. 10d

COMPARATIVE STATEMENT of Shipments ex. Elevators at Fort William and Port Arthur, September, October and November, 1911 and 1912.

Fol. 26..

1911	Wheat.	Oats.	Barley.	Flax.	Total.	In store in
September.....	3,402,216	870,157	107,219	.....	4,379,592	3,309,742
October.....	13,369,059	1,217,730	249,373	41,302	14,877,464	11,394,121
November.....	16,437,502	4,014,097	676,940	181,159	21,309,698	902,314
Total.....	33,208,777	6,101,984	1,033,532	222,461	40,566,754	

Shipped to Buffalo.....	22,620,174
Shipped to Canadian Ports.....	17,946,580

1912	Wheat.	Oats.	Barley.	Flax.	Total.	In store in
September.....	2,884,483	1,561,403	407,214	333,840	5,186,840	378,364
October.....	17,959,850	1,844,819	936,127	601,702	21,342,398	196,842
November.....	26,171,803	7,274,625	1,860,218	2,368,998	37,675,644	211,687
Total.....	47,416,136	10,680,847	3,203,559	3,304,540	64,205,082	

Shipped to Buffalo.....	22,334,487
Shipped to Canadian Ports.....	41,870,595
Shipped 3 months, 1911.....	40,566,754
" " 1912.....	64,205,082
Increase for 1912.....	23,638,328

In both cases the grain after it leaves the terminal elevator passes through:—

1. Lake steamers, marine legs, pipes, barges, floating elevators and cars.

2. Eastern elevators, either Canadian or American, the majority of which are operated neither by the state nor by railway companies but by companies or parties interested in grain.

There is no state supervision over either of these sets of channels through which western Canadian grain must pass on its way to Europe, and connected with these channels are possible causes of damage to the grain.

The dust and dirt in holds, bins and cars, loading or unloading during rain or snow, shipping water during the voyage because of storms or accidents—these are only a few of the major possible causes of damage to grain in transit, out of which arise claims for short weights and for grain going out of condition. If the damaged grain is not removed it may work serious mischief. In the elevators again in which the grain is stored for shorter or longer periods there is at least the possibility of accidental or intentional mixing. The elevators, Canadian and American, are not, except in a few cases, operated by either the state or by men who have no interest in grain, and they are in no case supervised by Canadian officials.

The grain goes through the elevators to the orders of dealers. There is no inspection and no supervision. There is no machinery for safeguarding either its grade or its condition, and it carries with it the original western certificate.

It is hardly enough to say that marine insurance protects against storm and sea or that the bonding privilege maintains intact through United States channels the grain as it was inspected or that Canadian transfer houses have no interest in the grain. It is difficult to see why suspicion should be a proper attitude towards terminal elevators where there are both inspection and supervision and confidence a proper attitude towards transfer elevators also operated by grain men, when there is neither inspection nor supervision, and towards American elevators where there can be neither inspection nor supervision by Canadian officials.

Various suggestions have been made to the Board on this matter. The most important are as follows:—

1. To sample all cargoes from the terminal elevators when they are being unloaded at Canadian lake ports and again when being loaded into the Atlantic steamers at Montreal and St. John. Some add that samples should also be taken of all cargoes of Canadian grain when they are being unloaded at the British ports.

2. To inspect all boats, barges and cars in which the grain is carried, and to insist that they shall be clean and fit to carry grain; to supervise the loading and unloading, protecting the grain against rain and snow; to remove all damaged grain; and in general to guard the grain while in the hands of the carriers.

3. To supervise the binning in all the eastern transfer houses by a method similar to that now in operation in the lake terminals.

4. To establish in Montreal and St. John some way of supervising the grain as to condition only, not as to grade.

5. To establish in Montreal an inspection of western grain, but allowing no change of grade except in cases of deterioration only.

6. To establish in Montreal a full inspection of western grain, permitting cleaning, drying and improving the grain, and also change of grade according to the judgment of the inspector, but in keeping with the grades of western grain.

7. To take all transfer elevators now operated by parties interested in grain out of their hands and to have them operated either by the railway companies or by the state.

Some of these suggestions are in direct opposition to the Canada Grain Act, and any one of them would add a large amount to the annual expenditure already too large for the revenue. All of them presuppose that so long as the western certificate follows the grain, the state should see that both certificate and grain are kept in conformity.

The New York Produce Exchange has lately made certain rules 'Regulating Transactions in Bonded Wheat for Future Delivery.' This wheat is to be of the 'Dominion of Canada official inspection as to grades.' One rule is as follows: 'It shall be the duty of the inspector-in-chief or his deputies to inspect as to *condition* and supervise the weight of all bonded wheat going into store or afloat in the port of New York. They shall inspect as to *condition* and supervise the weights of all bonded wheat delivered from shore, elevator or a float, and *furnish a certificate as to condition of such grain.*' (As per form prescribed.)

This is a new factor and needs consideration. The Board cannot make any recommendations on the whole question or on this particular part of it for the present.

(3) Interior Terminal Elevators.

There is a strong demand for interior terminal elevators, and in endeavouring to formulate a policy for terminal elevators, the Board devoted much attention to this demand. The grounds for the demand arise from the general conditions of the present grain situation.

The grain fields are rapidly increasing in area, and are rapidly extending farther west and north. The western development is most marked up to date in Alberta, but the construction of the Grand Trunk Pacific will bring about a similar development

in British Columbia. The increase in acreage, the western and northern extensions of the grain fields, and the increase in the total volume of grain produced, have put a severe strain upon the existing grain moving system; upon the supply of rolling stock cars and locomotives; upon the railway yards at Winnipeg and Fort William; upon the amount of storage at both interior, terminal and eastern points; upon the inspection department; and upon the available tonnage at Canadian ports both on the great lakes and on the Altantic ocean. The strain is felt by every part of the system, and no part at the present can be said to be adequate to the work ahead of it, if the production of the grain continues to increase.

It is often said that too little is being done in the way of increasing transportation and storage facilities; the fact is that great efforts are being made to keep up with the increase in production. The railway companies have been making serious efforts to keep up with the situation. At Fort William and Port Arthur over 11,000,000 bushels of extra storage capacity are being built. Montreal has been increasing its storage and developing its harbour. The inspection department is being strengthened, and all engaged in moving Canadian grain are doing their best along the lines of the present system.

TERMINAL ELEVATOR Storage Capacity at Fort William and Port Arthur, season 1911-1912, with Additions for 1912—and Dates of Completion.

	1911	1912	Additions 1912	Ready for Operation.
Fort William.				
C. P. R. A. & C.	2,234,900	2,234,900	.....	Early 1913.
C.P.R. B. & E.	2,458,000	2,458,000	.....	
C.P.R. D.	2,737,500	3,737,500	1,000,000	
Black & Muirhead	125,000	125,000	.....	
West. Ter. Elev. Co.	900,000	900,000	.....	
Consolidated Elev. Co.	1,750,000	1,750,000	.....	
Ogilvie Flour Mills Co.	1,100,000	1,100,000	.....	
Empire Elevator Co.	1,750,000	1,750,000	.....	
David Horn & Co.	.....	1,175,000	1,750,000	Sept. 1913.
Parrish & Heimbecker	.....	100,000	100,000	1912
Fenton Elevator Co.	.....	20,000	20,000	
Davidson & Smith.	80,000	80,000	.....	
G. T. P.	3,250,000	5,750,000	2,500,000	
Board of Grain Commissioners	.....	3,250,000	3,250,000	Sept. 1913
Port Arthur Elev. Co.	7,000,000	9,500,000	2,500,000	Feb. 1913
Thunder Bay Elev. Co.	1,500,000	1,500,000	.....	
David Horn & Co.	750,000	750,000	.....	
National Elev. Co.	65,000	65,000	.....	
Winnipeg.				
C.P.R.	.....	1,000,000	1,000,000	
Total	25,700,400	27,820,400	12,120,000	

Notwithstanding these efforts the situation is not satisfactory. While the present crop has been so far, moved as rapidly as conditions admit, yet there has been ever present the possibility of a congestion at the eastern transfer houses or the terminal points, which would have had most serious consequences. Freight rates by lake and sea have been unusually high this year. The export market was disturbed, and at times it seemed as if the terminal elevators would contain too large a quantity of grain at the close of navigation. There is no reserve of storage capacity in western Canada to meet such an emergency if it arose. Again, there is no adequate provision made for the effects of unfavourable climatic conditions such as existed last

year. These conditions were exceptionable, but unfavourable weather may occur at any harvest season, and as to the present crop, there is a good deal of anxiety as to the quantity of grain that may require to be dried. Last summer the Canadian drying plants at the head of the lakes were utterly inadequate, and had it not been for the action of the government in bringing in the Armour Grain Company's floating drier a disaster could not have been avoided. The floating drier saved 2,209,800 bushels of grain, most, if not all, of which would have been a total loss. A serious attempt has been made to increase the drying capacity at the head of the lakes, but it is a question whether there should not be driers nearer the grain fields.

Further, apart from such emergencies as congestion due to export conditions, or to unfavourable climatic conditions, a large increase in the production of grain may cause a congestion far beyond the existing transportation and storage capacity. The construction of the Canadian Northern railway and Grand Trunk Pacific railways east will undoubtedly do much to improve matters. But even then production might easily pass the handling capacity. Lastly, apart from all such emergencies the ever occurring car shortage, the heart burnings among growers of grain caused thereby, the delay in getting inspection returns from Winnipeg, the delay in getting outturns from the terminal elevators, the difficulties in borrowing money due to such delay, and the widening spread between street and track prices as the close of navigation approaches, indicate that the time to consider whether there should not be a special effort made, not merely to enlarge, but to modify the present system of handling grain, has come.

DISTANCE BETWEEN THE GRAIN FIELDS AND THE TERMINAL POINTS.

The distance from Fort William to Winnipeg is.....			426	miles.
"	"	"	Regina is..	783	"
"	"	"	Moosejaw is	819	"
"	"	"	Lethbridge is ...	1,188	"
"	"	"	Calgary is.	1,267	"
"	"	"	Saskatoon is.. ..	932	"
"	"	"	Prince Albert is.	986	"
"	"	"	Edmonton is . ..	1,253	"

At present there is not much storage capacity provided on the farm. Terminal elevator storage capacity is all at Fort William and Port Arthur. Inspection is done at Winnipeg and the terminal elevators alone. Under these conditions shippers of grain, say at Lethbridge, are subject not only to car shortage and high freights, but also to delayed inspection returns and delayed terminal outturns. They cannot finance on their grain on as good terms as if they knew sooner the grade, weight and dockage of their grain, and the greater the distance from the shipping point to the terminal the sooner does the spread between street and track prices tend to appear. It is not unnatural that grain growers in the more western sections of the grain area ask that inspection be brought nearer them.

COMPARISON BETWEEN CANADA AND THE UNITED STATES.

The grain fields of Alberta lie, on the average, over 1,200 miles from the terminal storage points and those of Saskatchewan about 800 miles. And between Fort William and the most westerly boundary of grain growing in Canada there is no interior storage elevator of large capacity, except the new one now being erected by the Canadian Pacific Railway at Winnipeg, and there is no inspection point west of Winnipeg for east going grain. In the grain area south of the boundary line very different conditions exist. The spring wheat fields of Minnesota and North and

South Dakota lie, on the average, not more than 600 miles from Minneapolis and Duluth, with terminal storage capacity of about 72,000,000 bushels. The winter wheat fields further south lie within easy reach of Kansas City, with a terminal storage capacity of nearly 12,000,000 bushels, of Omaha with interior storage of over 7,000,000 and of St. Louis with about 11,000,000 bushels. These winter wheat fields are, on the average, about 500 miles from Chicago with a storage capacity of over 28,500,000 bushels, and a similar distance from Galveston with 4,000,000 and New Orleans with about 5,400,000 bushels.

In the United States large storage elevators are, therefore, not confined to ports on lake and sea, but are found throughout the whole grain growing area at strategic points for assembling, marketing, milling and distributing the grain. Several states have each their own inspection department, and some of these states carry on inspection at a number of points within the state. Minneapolis maintains local inspection offices at St. Cloud, Sleepy Eye, New Prague, New Elm and Kasota, in Minnesota, and at La Crosse in Wisconsin. These local inspections serve the purpose of assisting the milling industry at the points named.

Illinois maintains inspection, not only at Chicago, but at Joliet, Decatur, Kankakee and East St. Louis, and quite large quantities of grain are inspected at some of the points. Grain dealing is not concentrated in any one market but it is carried on in several highly important markets throughout the country. Chicago, for example, receives grain from areas as far off as Kansas, Nebraska, Minnesota and South Dakota. St Louis receives grain from Illinois, Kansas, Iowa, Nebraska, Minnesota and Dakota, and Kansas City ships grain to St. Louis, Chicago, Toledo and Minneapolis. Terminal storage and inspection are brought nearer to the producer and alternate shipping routes are open, each shipping route well equipped with transportation, storage and inspection facilities.

The federal system of inspection has undoubted advantages over the states or provincial system, as, for example, in regard to uniformity of grades. But as the grain fields grow in area and as they extend west and north, grain shippers in the farther parts of the field feel more acutely the delay in getting grades and outturns. Whatever difficulties the states or provincial system of inspection may have it undoubtedly brings inspection, terminal storage and trading nearer to the shipper, and it appears to enlarge the facilities required for the quick handling of grain.

ADVANTAGES CLAIMED FOR LARGE INTERIOR TERMINAL ELEVATORS.

First. They would bring inspection and terminal storage nearer to the grain producer, and thus secure for him quicker returns and better financial terms.

Second. Grain stored at such points could be shipped by any of the alternative routes available, according to conditions, by the Panama canal and Hudson bay routes, if practicable, and in the event of the duty on grain being lowered or removed, south also.

Third. Such elevators would be equipped with cleaning and drying apparatus, would lead to the erection of hospitals and would thus make the best possible provision for such conditions as obtained last year.

Fourth. Such elevators would tend to assist the milling industry in the west. Under present conditions only the very largest mills can buy to advantage. Smaller mills buy from local elevators and from farmers and buy at a disadvantage, not having official grades and not having large stores of grain to draw from.

Fifth. Such elevators would tend to preserve in existence local grain dealers and independent buyers.

Sixth. Such elevators would tend to distribute the shipping of grain more equally throughout the year, and especially in the more western sections should the Panama canal route prove feasible.

Seventh. Such large interior elevators would in general provide that reserve storage capacity which western Canada now lacks, would, therefore, provide for all emergencies, whether of production, climate or congestion; would bring inspection into closer relation with production; and would thus secure for the grain growers of western Canada those advantages of quicker returns and alternate shipping routes which they can now only observe south of the boundary line.

OBJECTIONS TO INTERIOR TERMINALS AND INSPECTION.

The objections to interior terminals and inspection are summed up in the following extract from the Report of the Royal Commission on the Grain Trade of Canada (1906):—

'As a suggested relief to the car shortage in the country, a proposition was made by the grain growers' associations and individual farmers that the government should build and operate at certain convenient points large interior storage elevators having facilities similar to those in the terminal elevators at Fort William, so that the grain might be shipped to them from shipping points throughout the country in the cars that were available, and by reason of the fact that the haul would be very short, the cars could return quickly to the country for another load, in this way moving from two to four times the amount of grain from the country shipping point that they would, if going on the long haul direct to Fort William. Another argument advanced in favour of those elevators was the fact that farmers and others shipping to them would get official weights and grades and be able to sell in the elevator or raise money on the grain.

We believe that this plan is not practicable for the following reasons:—

1. It would entail extra expense of handling, the payment of stopover charged to the railways, and the expense of inspectors and weighmen.

2. Extra loss to the grain in handling and rehandling.

3. These elevators must of necessity be very substantial and costly, and when the time comes that the railways are in a position to supply sufficient cars to carry a reasonable proportion of each season's crop, these interior storage elevators would be useless.

4. In evidence received from the grain merchants and elevator men, they claimed they would not store grain in these interior elevators because it would not be available for market requirements, and on the opening of navigation it would still have to be forwarded to the head of the lakes.

5. But the great objection to this scheme is the difficulty of getting shippers to send their grain to these elevators. For them to be of any value the grain would have to be kept in store until at least the first of April, otherwise they would not be any relief to the car situation. To obtain supplies for these elevators, it would be necessary to take an arbitrary course with the shippers of grain and compel them to ship to the interior storage elevators. Any shipper of grain who would get a car through the order book in the usual course, would naturally want to ship his grain to Fort William, so that he might sell it at track price of the day, which in ordinary years would be from three to five cents a bushel more than it would be worth in the interior storage elevator.'

In dealing with these objections, it should be observed that the provision of inspection and elevator facilities for the Hudson bay and the Panama canal routes along the lines favoured by the Board would not mean the erection of the interior elevators at indiscriminate points in the interior. Certain conditions should be laid down which should be fulfilled.

1. *Location.*—There would be a disposition on the part of many towns and cities in the west to ask that elevators be constructed in their respective places. It would be easy to erect too many, and it would also be easy to locate them so that they would

not best fulfil their functions. It should be borne in mind from the beginning that a terminal elevator in the interior ought to be located so that shippers could avail themselves of different routes. Theoretically, the routes possible are the eastern as at present, the southern via the United States ports, and western via the Panama canal, and the northern via Hudson bay. Elevators should only be erected at points so located that shippers could avail themselves of all practical routes.

2. *Capacity.*—It should be remembered that the working part of a terminal elevator is more expensive than the storage part, and that a working capacity of half a million bushels could supply four and a half million bushels of storage. If the working house capacity were half a million bushels and the storing capacity to begin with, a million and a half, the total capacity would be two million bushels, and the same working house would permit of extensions to the storing capacity in future.

The cost of building elevators on land is less than upon water. There is no piling to be done and no dredging; no wharf needs to be built, and no revetment wall; the foundations are easier and the work can be done more quickly. It is estimated that a five million bushel elevator can be built on the land for one million dollars, excluding the price of the site.

A five million bushel elevator would be relatively cheaper than a two million bushel one, but to begin with, if the minimum capacity required two million bushels, that is to say one and a half storage and a half million for the working house, the storage could be increased with very little expense.

3. *Equipment.*—The existing terminal elevators are not all properly equipped for handling flax. This has led to great difficulties in handling the flax crop this season. It should be remembered that flax is a difficult crop to handle; that a house and equipment might be very well fitted to handle wheat and very poorly fitted to handle flax. As the flax crop, however, is increasing every year, every new terminal erected should be required to install equipment fitted to clean and handle flax. Further, the existing terminal elevators are not all equipped for drying grain. In last year's crop, this led to serious trouble. New terminal elevators should be required to install drying plants of a capacity of 1,000 bushels per twenty-four hours. In general, it should be a condition of such elevators that they be equipped with all the necessary apparatus for handling grain of all kinds.

4. *Inspection.*—These new elevators should be recognized as terminals. They should not only receive, store and ship grain, but they should be under state supervision similar to that of existing terminal elevators at the head of the lakes, and they should stand in equally close relation to inspection. Official grades and weights could thus be given, and inspection at these terminals would thus be part of the western inspection, which, under the Canada Grain Act, is final. Grain grown in western Canada is inspected at Winnipeg and at the terminal elevators. It is subject to reinspection and to appeals to the Survey Board, but is not subject to seaboard inspection. All this should also apply to interior terminal elevators. Further, on the Winnipeg Grain Exchange grain sold in store means in store at the lake terminals. Interior terminals should be on the same footing.

5. *Public Elevators.*—Such interior terminals would be regarded as public terminals in which mixing of grades should not be allowed. Should a sample market be developed and should there be a demand for private elevators in the interior, this should be left to private enterprise.

THE OBJECTIONS CONSIDERED.

It is to be noted in general that it was not necessary for the Royal Commission of 1906 to advise as to the best way of providing inspection and elevator facilities for the Hudson bay and Panama canal routes, and the Royal Commission assumed that the grain stored in interior terminals would have to be shipped via the eastern route.

The first and second objections deal with additional cost and loss. The multiplicity of inspection points is certainly not profitable nor desirable, but a limit would be set by consideration of the shipping routes. There would be an initial difficulty in securing competent inspectors, but given these, the uniformity of grades could be maintained, and it is not improbable that some of the unprofitable existing inspection points could be done away with.

The additional handling of the grain necessary can be easily exaggerated. Grain going east to-day is handled at the terminal and also handled at the transfer houses. Grain going west via the Panama canal would be handled the same way. Grain going north of the Hudson bay would be in the same position. Grain going east during the season of all rail shipment would go direct from such interior terminals to the eastern houses. Grain going east during the period of open navigation would be subject to additional handling if it had been stored in the interior terminals.

It is also to be noted that grain stored in the interior terminals would be cleaned and dried when necessary there, and that as the average dockage runs about two per cent and the amount of moisture extracted from damp and wet grain runs as high as ten per cent, there would be a saving on freights. Official grades and weights would be given in the interior terminals and this would afford the shipper not only quicker outturns but an added protection against loss in transit.

The third objection is based on a certain optimism which the Board would like to feel. The day may come in Canada when the railways will have tracks, cars and engines enough to enable the grain to be handled with the minimum amount of storage capacity. If farmers provided their own storage, and if there were ideally adequate land and water transportation facilities, less elevator storage capacity would be needed. But that day is not in sight, and in the meantime and for some time to come, storage capacity must be provided somehow and upon a different principle than that of such ideal facilities.

The fourth and fifth objections rest upon the same ground, that of transportation. Grain merchants and elevator operators would not use interior terminals, preferring to have their grain at the head of the lakes, and shippers would actually have to be coerced to ship grain to them as they too would want to store at the head of the lakes. It would certainly be a pity to have to use coercion in such a matter, but it is by no means certain that coercion would be necessary. Grain stored in the interior terminals for shipment via the Panama canal would be available all the year. Grain stored in the interior terminals for shipment via the Hudson bay would be available during the open season. Grain stored in either set would be available for shipment all rail east during winter. The objection applies to east going grain while navigation is open. Granted that this objection is both real and relevant, it does not follow that it is strong enough to justify the rejection of a policy which would secure for shippers quicker returns and better financial terms; would tend to aid the milling industry throughout the west; would form part of the equipment best fitted to serve the Panama canal and Hudson bay routes; would if these routes prove practicable, offer alternative routes to the markets; would provide the extra storage which is needed, and would afford that reserve storage capacity that is the only safe provision against emergencies.

(4) TERMINAL ELEVATORS AT FORT WILLIAM AND PORT ARTHUR.

1. A Government Elevator.

The lake terminals fall in three classes:—

(*a*) Elevators owned and operated by railway companies.
(*b*) Elevators owned and operated by grain companies.
(*c*) Elevators owned by railway companies and leased to and operated by grain companies.

The grain companies owning and operating their own terminal elevators refuse to lease them to the government voluntarily, some of them on any terms whatever and others on any terms that could be recommended by the Board. They claim that their terminal elevators are each a part of a system of which large lines of interior elevators are also a part; that the terminals are fed by their interior elevators; that to lease their terminals would dislocate their whole system; that the interior elevators without the terminals would not pay; that they would, therefore, suffer from disarrangement of their whole business and a loss of capital legitimately invested, with the probability that at the expiration of the lease the terminals would be thrown back on their hands. The grain companies operating leased terminals take the same stand. They claim that they have built lines of interior elevators just because they have been able to lease the terminals, and their case is similar, therefore, to that of the others. If, therefore, grain dealing companies are to be eliminated from the business of owning and operating terminal elevators the procedure must be by outright purchase in the case of companies that own terminals, and by breaking the leases in the cases of those companies that have leased terminals from railway companies.

Apart altogether from the question whether such a policy was desirable, the Board was confronted with the difficulties involved in carrying out such a policy concurrently with other things that appeared to be at least equally desirable. The expropriation and all that it involved, the dislocation of the system of handling grain built up under the law, the preparation for the operation of the lake terminals by the Board—these were matters so serious in themselves that if attempted they would have claimed the whole time and energy of the Board, and would have lead to the postponement of other important matters. Further, the greatest immediate need as regards terminal elevator facilities at the head of the lakes is that of increasing the facilities. The building of terminal elevators had come to a standstill at Fort William and Port Arthur, and it required no lengthened investigation to discover that in the matter of storing, cleaning and drying capacity, the lake terminal facilities were inadequate. The Board, therefore, decided to recommend the government to build a large elevator thoroughly equipped for storing, cleaning, drying and handling grain. The Board considered that in this way they would acquire a knowledge of terminal elevators that would be invaluable, increase the capacity at the head of the lakes, and have both time and money left for the provision of inspection and terminal elevator facilities for the Hudson bay and Panama canal routes. The Board also decided to approve of the leasing of one of the Canadian Pacific elevators by the Grain Growers' Grain Company, considering that in this way the grain growers of western Canada would also gain first hand knowledge of terminal elevator conditions. The Board further decided to strengthen the inspection and supervision of the terminal elevators by every means in their power.

2. Tariff of Elevator Charges.

Approved by the Board for year ending September 1, 1913.

"Receiving, elevating, cleaning, spouting, insurance against fire, and storage for the first fifteen days—Three-quarters of one cent (¾c.) per bushel.

On condemned, heating, binburnt grain, or grain mixed therewith—Double the foregoing rate.

Storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—One-thirtieth of one cent (1/30c.) per bushel.

On wheat carrying a return of screenings, an additional cleaning charge of—One-half of one cent (½c.) per bushel.

On grain carrying a return of other grain of commercial value for each recleaning, an additional charge of—One-half of one cent (½c.) per bushel

Exception—Separating flax from other grains—One cent (1c.) per bushel.

On wheat, scouring—Three cents (3c.) per bushel.

On tough grain, drying—One and one-half cents (1½c.) per bushel.

On damp or wet grain, drying—Four cents (4c.) per bushel.

On screenings: elevating, spouting, insurance against fire and storage for the first fifteen days—Two and one-quarter cents (2¼c.) per hundred pounds.

On screenings: storage, including insurance against fire, for each succeeding day or part thereof after the first fifteen days—One-tenth of one cent (1/10c.) per hundred pounds.

On bulkheads, for their removal and other additional expense in handling and unloading car—Three dollars ($3) for each bulkhead.

For preparing cars for flax shipments—Two dollars ($2) per car.

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

All charges for cleaning, drying, scouring, or other treatment will be computed on gross weights; for elevation and storage, on net weights. All charges earned after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

WHEAT SCREENINGS.

On wheat carrying a dockage of five per cent (5%) or more, after deducting one and one-half per cent (1½%) of the gross weight for waste, a return will be made for the balance of the screenings. No other returns for screenings will be made.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from date of unload they may be disposed of for account of whom it may concern.

NO GRADE AND CONDEMNED GRAIN.

All tough, damp, wet, condemned, heating or heated grain may always be refused. If received and stored it will be only under special contract and will always be at the owner's risk of deterioration. Tough grain will only be received subject to one per cent (1%) shrinkage for moisture."

These rates are the same as those filed during the previous year, except in the case of drying damp or wet grain. The Board approved of an increase in this rate in order to increase the drying capacity of the elevators. This has already been referred to.

3. The Registration and Cancellation of Warehouse Receipts.

The registration and cancellation of warehouse receipts had been done by the Lake Shippers' Association for the Winnipeg Grain Exchange. The cost of the work was met partly by fees levied upon the terminal elevators and partly by a contribution of $5,000 per annum from the Department of Trade and Commerce. The Board took this work over. It did so in order to secure first hand information about grain conditions, and in the interest of a more effective supervision of the terminal elevators. The Board, further, fixed registration and cancellation fees at 4 cents per 1,000 bushels each to be paid by the terminal elevator companies with the object of making these offices self supporting.

Two offices are required for this work, one in Winnipeg and one in Fort William. The Board sought to have a satisfactory system and to have a correspondence between the forms and records used in the inspection department and those required for registration. The services of a chartered accountant were needed, and Mr. Henderson of Winnipeg was employed.

There has been no difficulty found in the work itself, and there has been no delay to the movement of grain caused by the fact that registration is now in the hands of the state.

The chief difficulty encountered so far is said to be due to the strike on the Canadian Pacific Railway. The Canadian Pacific Railway Company fell far behind in the matter of registration and cancellation, and it has not yet overtaken the work, although it soon will. Whether because of the strike or for some other reason, Mr. David Horn also fell behind, and so did the Grain Growers' Grain Company. It is somewhat curious that the difficulty in having the law complied with has been so far with the Canadian Pacific Railway, David Horn and Company, and the Grain Growers Company. The registration and cancellation of warehouse receipts affords a better means of supervising the elevators than the previous method of bin records, and the Board proposes to utilize the former instead.

Registration also enables the Board to ascertain whether there is such a thing as loaning of grain. During the season of open navigation there were two cargoes in particular, one loaded by the Canadian Pacific and the other by the Grain Growers Grain Company, that present matter for inquiry. While desiring to facilitate despatch in every way, it is not the intention of the Board to permit anybody to interfere with grain upon which they have no claim.

4. Shortages in Weights.

Very many complaints have been made to the Board in regard to weights. These complaints came from country elevators and shippers, from lake steamers and eastern elevators, and from some terminals against others; and they all were directed against the weights given in the terminal elevators.

Good weighing needs both accurate scales and careful weighmen, and errors may be due to either the mechanical or the human factor. It would appear, therefore, that investigation of alleged shortages should include both factors, and that any board charged with the task of conducting such investigations should have authority to investigate both. As the supervision of scales is under the Department of Inland Revenue, the Board of Grain Commissioners had no power in regard to the mechanical factor, and this restriction made the investigations farcical. One department of state guaranteed the accuracy of the scales in the terminals, and another department appointed the men. Terminal weights were thus official state weights in both senses - which could not be said of the weights in other elevators; and if one terminal weight differed from another, both were official.

It appeared to the Board that one department should control both factors in weighing, and that either the responsibility for the weighing should be handed over

to the Inland Revenue Department, or that some control of the scales should be given to the Board of Grain Commissioners. And the importance of the grain trade appeared to justify special attention to elevator scales. The ministers of the two departments concerned made an arrangement according to which the inspector of scales in the terminal elevators is an officer of the Board of Grain Commissioners. This officer is a competent scale man, a qualified grain inspector, and is familiar with elevators.

It appears to be generally assumed that when terminal weights differ from the weights given at country elevators or eastern elevators, the terminal weights must be wrong.

Yet so far as official inspection of scales was concerned all were on the same footing, and so far as all the other conditions of accurate weighing were concerned, the terminals were better equipped than either the country or the eastern elevators. The larger scales, the expert weighmen, the system of checking and the supervision by the state weighmen—these placed the terminals in a better position to weigh than the other elevators. Further, the inspectors, present only in the terminal elevators, do work which contributes to accurate weighing.

There is no comparison between these conditions and the conditions existing in some of the eastern elevators. Neither in regard to scales, weighmen, means of checking or state supervision of weighing, can either the interior elevators or the eastern transfer houses claim the right to have their weights taken in preference to terminal weights without further inquiry, nor can implicit trust be placed even in the tallymen of the lake steamers.

While all this is true, the Board are endeavouring to improve the conditions that tend to accurate weighing at the terminals. Hitherto weighing has been subordinate to grading and has received much less attention. Yet correct weights are as important as correct grades, and it would have been equally rational to have subordinated grading to weighing. The Board propose to co-ordinate the two, to make weighing equal in importance with grading, to reorganize the whole weighing staff for that purpose, and to create a weighing department, not secondary to or dependent upon, but co-ordinate with the inspection department. By so doing, and by giving constant attention to the mechanical conditions of weighing, the Board expect to remove many sources of trouble and complaint with regard to the discrepancies in weights between interior and terminal elevators. Proposals have been made and investigated by the Board of Railway Commissioners along the lines of stencilling cars. The Board of Railway Commissioners have referred this matter to the Board of Grain Commissioners and it will be considered at an early date.

5. Stocktaking in the Terminals.

The terminal elevators were weighed up during the month of August. The work was done by the most expert officers of the Board. When stocktaking was completed, statements were prepared by the inspectors showing the weights, grades and kinds of grain in each elevator at the 31st of August. The warehouse receipts outstanding against the grain were tabulated and, as far as possible, all details were checked by the registration department.

ADJUSTMENT OF SHORTAGES.

The elevator companies were required to make good all shortages. They did so either by taking from an overage of a higher grade sufficient grain to meet the shortage of a lower grade, or by purchasing grain of the grade required. After this adjustment was made the net surplus or shortage remained.

Some of the elevators state that the surplus grain below is the result of two years' operation and the Board has no means of questioning this statement. On the

other hand in the absence of official records of registration and cancellation, the Board has no means of proving that some of the elevators did not ship out some of the surplus grain. Had registration and cancellation of warehouse receipts been in the hands of the state, this uncertainty would have been avoided. The following figures are, therefore, subject to this qualification as regards the past:—

STATEMENT of the Net Surpluses in the Terminal Elevators, as of August 31, 1912.

	Wheat.	Oats.	Flax.	Barley.
Ogilvies	.....	.....	.....	432 34
Consolidated	2,733 50	.....	2,009 38	273 12
Western	4,138 30	3,131 24	214 24	
Grand Trunk	11,074 50	26,368 26	.....	
Empire	53,831 20	.....	13,340 00	8,395 45
Thunder Bay	45,894 00	907 26	7,093 00	2,831 39
Port Artnur	63,891 50	22,045 10	19,492 32	10,896 18
C. P. R. } Figures not supplied.				
D. Horn & Co. }				
Total	181,564·20	52,553·18	42,149·43	22,830·04

6. SOURCES OF SURPLUSES IN THE TERMINAL ELEVATORS.

1. Since the beginning of the grain trade it has been customary to allow the terminals one bushel per car on wheat and flax and 100 pounds per car on oats and barley.

2. On all 'No grade' grain the terminals exact one per cent of the gross amount, to cover loss due to moisture.

3. The dockage set by the inspector to clean grain to the required grade, when such dockage is under five per cent.

4. The entire dockage on flax, oats and barley (other than domestic grain).

5. The dockage (other than domestic grain of commercial values) on all cleaned to clean cars, officially designated as 'C.C.'

6. Recleaning of screenings.

7. OWNERSHIP OF SURPLUSES IN TERMINAL ELEVATORS.

The first of the above sources of the surpluses is a trade custom. In the United States the amount allowed is less than in Canada—but with this important difference, the custom exists there also. Sources 2, 3, 4 and 5 have legal sanction. Further, the state weighs the grain in and out, grades it in and out, sets the dockage, and supervises the binning at least sufficiently to be chargeable with the responsibility of it. It would appear, therefore, that so far as any surplus is due to the first five sources enumerated, it is the property of the terminal elevators. The Grain Act gives the Board no power to confiscate such surplus, or control the destination of it. So far as the recleaning of screenings is concerned, it involves questions that appear to be open.

It is obvious that if it were advisable to reduce the surpluses that could be legitimately expected in terminals, a reduction could be effected by:—

1. Reducing the amount allowed per car by fifty per cent.

2. Reducing the amount allowed on 'No grade' grain.

3. Reducing the amount of dockage allowed, and especially restrictions *re* the recleaning of screenings.

The possible effect of reducing the amount allowed per car may be estimated by comparing the total surplus reported with the amount attributable to this trade custom.

	Wheat.	Oats.	Flax.	Barley.
Total surplus	181,564·20	52,553·18	42,149·43	22,830·54
Amount due to Trade Custom	69,275·00	40,569·00	4,560·00	4,100·00

How much of the surplus is attributable to each of the other sources named cannot be estimated.

STATEMENT showing Total Amount of Grain Handled, Surplus of August 31, 1912, and Percentage of Surplus.

OGILVIE FLOUR MILLS.

	Bushels handled.	Bushels surplus.	
Barley	93,831	432	[illegible] of 1%

CONSOLIDATED TERMINAL ELEVATOR CO.

Wheat	9,943,834	2,733	1·39 of 1%
Barley	137,177	273	·002 of 1%
Flax	928,326	2,009	1·22 of 1%

WESTERN TERMINAL ELEVATOR CO.

Wheat	7,843,444	4,138	1·36 of 1%
Oats	897,454	3,131	1·28 of 1%
Flax	1,201,898	214	·0017 of 1%

GRAND TRUNK TERMINAL ELEVATOR CO.

Wheat	8,828,505	11,074	⅛ of 1%
Oats	3,838,045	26,468	⅔ of 1%

EMPIRE ELEVATOR CO.

Wheat	11,516,024	53,831	·47 of 1%
Barley	434,345	8,395	2%
Flax	1,082,908	13,340	⅓ of 1%

THUNDER BAY ELEVATOR CO.

Wheat	6,863,904	45,894	⅔ of 1%
Oats	1,980,685	907	⅛ of 1%
Barley	424,557	2,831	⅔ of 1%
Flax	174,358	7,093	2¾%

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STATEMENT showing Total Amount of Grain Handled, Surplus of August 31, 1912, and Percentage of Surplus—*Continued.*

PORT ARTHUR ELEVATOR CO.

Wheat	24,280,179	63,891	[illegible] of 1%
Oats	6,807,706	22,045	[illegible] of 1%
Barley	959,971	10,896	[illegible] of 1%
Flax	1,173,123	19,494	2

OVERS AND SHORTS BY GRADES.

WESTERN TERMINAL ELEVATOR COMPANY.

Wheat—	Overs.	Shorts.	Surplus
1 Northern	789·20		
2 Northern	1,149·40		
4 Northern	694·50		
N.G. 4 Tough	1,333·50		
N.G. 5 Tough	164·40		
Rej. 3	1·20		
Rej. 4	3·00		
Rej. 4 Mixed	2·50		
			4,138·30
Oats—			
2 C.W	2,345·02		
2 feed	379·04		
x1 feed	407·18		
			3,131·24
1 N.W	157·42		
1 Man	20·54		
Rej. Flax	35·40		
			214·24

OGILVIE FLOUR MILLS.

Barley—			
3 C.W	1,795·20		
4 C.W		1,362·34	
			432·34

Consolidated Terminal Elevator.

	Overs.	Shorts.	Surplus.
Wheat—			
1 Northern	38·00		
2 Northern	231·20		
3 Northern	685·10		
4 Northern	2,038·50		
6 Northern		2,202·50	
5 Northern	784·00		
Feed		2,090·10	
Rej. 3	7·30		
Rej. 4	112·40		
Rej. 1–2		16·20	
Rej. 1–3	1,297·00		
Rej. 1–4	33·20		
Rej. 2–2		12·20	
Rej. 5	515·30		
Tough 3		655·30	
Tough 4	550·50		
Tough 5	670·10		
Tough 6		292·20	
Tough feed		336·30	
Tough Rej. 4	24·40		
3 A.R.W		1,085·20	
R. W		164·40	
5 Winter	9·30		
4 White	2·10		
Rej. 4 Wheat & Oats	2,592·20		
Rej. 4		3·10	
	9,593·00	6,859·10	
			2,733·50
Barley—			
3	47·30		
Feed	2·24		
Rej	223·06		
			273·12
Flax—			
1 N. W		283·20	
1 Man	1,498·26		
Rej	224·48		
Tough 1 Man	1·23		
Tough Rej		7·22	
Condem	620·47		
Damp Rej		45·08	
	2,345·32	335·50	
			2,009·38

Thunder Bay Elevator Company.

Wheat—	Overs.	Shorts.
1 Northern	22,887·50	
2 Northern	9,929·30	
3 Northern	13·076·40	
Oats—		
1 C. W	907·26	
Barley—		
4 C. W	2,831·39	
Flax—		
1 C. W	3,542·00	
2 C. W	3,551·00	

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Empire Terminal Elevator Company.

Wheat—	Overs	Shorts
1 Hard	184·10	
1 Nor	5,098·40	
2 Nor	42·863·20	
3 Nor	1,637·20	
2 Nor. Rej	4,047·50	
Barley—		
No. 3 C. W	1,082·06	
No. 4 C.W	4,992·27	
Feed	527·44	
Rej	1,245·40	
N.G. Rej. Tf	337·14	
N.G. Fe. Tf	210·10	
Flax—		
Rejected		13,340·00

Grand Trunk Pacafic Elevator Company.

Wheat—	Overs	Shorts	Surplus.
1 Northern		2,740	
Dryed 1 Nor	830		
2 Northern		1,611	
Dryed 2 Nor	1,507·20		
3 Northern	3,085·40		
Dryed 3 Nor	846·40		
No. 4	3,753·50		
Dryed 4		391·20	
No. 5	1,712·40		
Dryed 5	6,036·10		
No. 6		2,245·40	
Dryed 6	1,317·40		
Feed		2,401·20	
Dryed Feed		2,033·50	
Rej. No. 5 Mxd. Htd.\ Rej. No. 6 Mxd. Htd.}		9,674·40	
Rej. Fd. Mxd. Htd...∫			
4 R. W	3,530		
R. 2 Nor. Smutty	544·10		
R–4	932·10		
R–5	1,025·00		
R–6	2,046·30		
R–Fd		28·30	
R.–4 Mxd. Htd		1,321·50	
R–3 Nor. Mxd. Htd	2,012·20		
Condemned	4,484·40		
R–2 Nor. Seedy		430·10	
R–3 Nor. Seedy	10·10		
R–4 Nor. Seedy	221·50		
R. 2 Nor. Mxd. Htd	1,494·10		
2 Nor. Musty		912·30	
3 Nor. Musty		1,055·00	
R–3 Nor. Smutty	2,133·20		
	33,208·20	22,133·30	
		11,074·50	

Oats—	Overs	Shorts	Surplus.
2 C. W	9,385		
3 C. W		2,339·18	
Ex. 1 Fd	11,098·28		
1 Feed	6,464·14		
2 Feed		1,327·20	
Condemned		948·24	
Cond. 2 Feed	228·28		
R–2 C. W. and RX1 Fd	1,956·08		
R–3 C. W. and R–1Fd	938·32		
R. Oats and R. 2Fd. Mdx. Htd	506·02		
R. Oats acc. Barley	506·10		
	31,084·20	4,615·28	
			26,468·26

GRAND TRUNK PACIFIC ELEVATOR COMPANY—*Continued.*

Barley—	Overs	Shorts	Surplus.
No. 3 Bly	4,202·15		
4 Bly		697·44	
Rejected	1,260·20		
Feed		838·26	
Dryed B. 3 Musty, Mxd. Htd	884·42	1,248·46	
Dryed B. 4 Mxd. Htd..... Dryed B. Fd. Mxd. Htd..		672·35	
	6,347·29	3,456·74	

GRAND TRUNK ELEVATOR COMPANY.

Flax—	Overs	Shorts	Surplus.
1 N. W.	1,310·15		
1 Man	623·02		
Rejected	3,133·02		
Condemned		1,733·50	
Rej. Mxd. Heated		2,116·54	
	5,066·19	3,850·48	
			1,215·27

PORT ARTHUR ELEVATOR COMPANY.

Wheat—	Overs	Shorts
1 Northern	19,006·40	
2 Northern	44,778·10	
Dried 2 Northern		6·101·00
3 Northern	15,855·30	
4		22,992·00
5		33,279·50
6		49·901·40
Feed	16,385·40	
Rej. 1 Nor. acc. Seeds	4,168·40	
Rej. 2 Nor. "		874·50
Rej. 3 Nor. "	4,954·20	
Rej. 4 " Bly		.....
Rej. 1-1 Nor. Smutty		3,481·10
Rej. 1-2 Nor. "		819·
Rej. 1-3 Nor. "	2,762·20	
Rej. 2-3 Nor. "	2,453·50	
Rej. 1-4 "	3,874·40	
Rej. 2-4 "	5,236·30	
Rej. 1-5 "		711·30
Rej. 2-5 "	10·801·50	
Rej. 1-6 "	1,243·20	
Rej. 2-6 "	188·20	
Rej. 2 fd. "	732·30	
Rej. 2 Nor. Mxd. Htd.	460·50	
Rej. 3 Nor. "	7,717·40	
Rej. No. 4 "	1,060·20	
Rej. No. 5, "	2,276,40	
Rej. No. 6 "	3,775·00	
Rej. Feed "	158·30	
Rej. 3 Nor. Mxd. Bly. and Htd		63·30
Rej. 2-3 Nor. Mxd. Htd	1,344·00	
Scoured 3 Nor		1,701·00
N. G. 2 Nor. Tf	5,964·20	
N. G. 3 Nor. Tf		115·20
N. G. No. 4 Tf	5,889·50	
N. G. No. 5 Tf	13,542·10	
N. G. No. 6 Tf	23·517·30	
N. G. Feed Tf	8,669·30	
Dried Rej. 3 Nor. acc. Seeds	569·10	
N. G. 2 Nor. Tf. and Htd		2,330·50
N. G. 3 Nor. Tf. and Musty	1,079·40	
N. G. No. 4 Nor. Tf. and Musty	578·00	
Dried No. 5 Heated	935·00	

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PORT ARTHUR ELEVATOR COMPANY—*Continued.*

Wheat—	Overs	Shorts	Surplus
N. G. and Dry Reg. 2 Nor. mxd. htd	2,114·50		
" " 3 "	2,114·50		
" " 4 "		1,163·20	
" " 4 "		1,586·40	
and Seedy	543·20		
" " 3 Nor. Mxd. Htd	1,039·10		
" " No. 5 Htd	962·30		
" " No. 6 Htd	3,012·30		
" " Feed Htd	608·00		
N. G. Rej. 2-4 Tf. and Smutty	13·30		
" 2-6 " Htd	4,106·40		
Dry. Rej. No. 4 Mxd. gravel			
Rej. Wht. Mxd. Oats	1·40		
Dry Cond. No. 6 Htd	257·00		
Fd. Htd		1,720·10	
" Htd. Wheat	4,210·30		
Cond. Wheat		42·20	
Rej. 2 Nor. acc. Bly		962·20	
" 3 Nor. Earth Gravel		108·20	
Scoured No. 4		1,654·20	
" No. 2 Fd		972·10	
" 2-3 Northern		3,869·30	
Rej. Cond. 3 Nor. acc. Htd		384·00	
N. G. No. 4 Tf. Rej. acc. Seeds		169·20	
N. G. Tf. Cond		1,985·20	
Dried Rej. 3 Nor. acc. Htd		1,197·00	
" Rej. 1-3 Nor		980·00	
" Cond. 3 Nor. Heated		260·50	
" 3 Nor. Mxd. Bly		990·00	
" 3 Nor. Musty		228·00	
" Rej. No. 4 acc. Bly		945·20	
" Rej. 2-4		1,069·40	
" Rej. No. 4 Musty		1,332·10	
" 2-5		1,564·50	
" 1-No. 5		397·00	
" Cond. No. 6		625·20	
" Rej. 2-6		2,623·00	
" Feed. Cond		906·00	
" Feed Musty		937·20	
" Rej. acc. Htd		904·10	
" Cond. Smutty		360·00	
Rej. 2-2 Nor		1,101·40	
" 2 Nor. acc. Gravel		32·00	
" 3 Nor. acc. Heated		7,655·10	
Rej. 2 Nor. acc. Heated		2,107·40	
Cond. 3 Nor. Tf. and htf		384·00	
Cond. Heated		95·20	
Rej. No. 6 acc. Heated		705·20	
Rej. No. 4 Heated		72·10	
Rej. No. 4 acc. Heated		547·50	
	226,750·10	162,858·20	
			63,891·50

Oats—	Overs	Shorts
1 C. W	1,876·31	
2 C. W		8,057·03
3 C. W	11,271·28	
Ex. 1 Feed		5,402·12
1 Feed		3,610·20
2 Fd. and Dried 2 Feed		5,181·09
Rejected	3,029·14	
Rej. Ex. 1 Fd. Htd		1,654·10
Rej. 1 Feed Htd		668·12
Rej. 2 Feed Htd		877·32
Rej. No. 1 Mixed gravel		1,876·16
Rej. Htd. Mxd. Wht		642·32
Rej. 3 C. W. Heated		4,127·14
Dried and N. G. 2 C. W. Tf	657·20	
Dried and N. G. Ex. 1 Fd. Tf		433·32
Dried and Tf. 1 Feed	9,613·03	
Dried and Tf. 2 C. W. Musty	238·30	
Dried Rej. Ex. 1 Fd. Htd		2,115·10
Dried Rej. 2 Fd. Mxd. Htd	7,676 26	
Dried Rej. Heated	53·350·06	

PORT ARTHUR ELEVATOR COMPANY—*Continued.*

Oats—Con.	Overs	Shorts	Surplus
Dried and Tf. Rej. Mxd. Bly		49·26	
Dried Cond. Heated		2,327·14	
Cond. Heated		8,845·28	
Cond. Heated Tf		5,549·24	
Dried 2 C. W. Htd		1,421·00	
Dried 1 Feed Htd		1,767·00	
Dried 2 Feed Heated		1,16500	
Dried Rej. 3 C. W. acc. Heated		438·00	
Tf. No. 1 Feed Heated		3,775·12	
Tf. 2 Feed		682·26	
Tf. 2 Feed Heated		770·26	
Tf. Rej. acc. Heated		647·18	
Tf. Rej. Heated		1,747·04	
Tf. 3 C. W		1,694·26	
Tf. Rej. 2 Feed Htd		89·14	
	87,714·22	65,669·12	
			22,045·16

Barley—	Overs	Shorts	
No. 3	19,568·41		
No. 4		6,868·12	
Feed		227·40	
Rej	5,159·09		
N. G. No. 3 Tf	1,	1,398·34	
N. G. No. 4 Tf	1,558·26		
N. G. Feed Tf		507·24	
Rej. No. 3 Mxd. Htd	4,085·40		
N. G. Tf. No. 3 Htd. and Musty	1,104·44		
Rej. Mixed		1,768·46	
Rej. Mixed with wheat		544·38	
Dried Rej. No. 3 Heated		1,761·04	
Dried No. 3 Heated		1,861·00	
Dried No. 4 Htd		3,184·00	
Dried Rej. No. 4 Htd	427·00		
Dry Feed Heated		1,382·18	
Dry Rej. Feed Htd		4,934·04	
Dry Cond. Heated	4,000·30		
Dry Cond		570·00	
	35,904·46	25,008·28	
			10,896·18

Flax—	Overs	Shorts	
1 N. W	7,569·10		
1 Man	9,919·37		
Rej	6,963·17		
Cond	1,874·20		
Rej. Heated		4,840·49	
Rej. Mxd. Heated	934·10		
Rej. 1 N. E. acc False Flax		1,156·24	
Rej. 1 Man. Heated		1,398·44	
Cond. Heated		957·52	
Rej. Cond. Heated		24·08	
N. G. Rej. Tf		8·02	
Cond. Frozen		423·40	
Cond. Musty		15·32	
Dry 1 Man. Htd	1,057·22		
	28,318·04	8,825·28	
			19,492·32

NOTE.—C.P.R. and D. Horn & Co., have not furnished the necessary returns.

(5) Hospital Elevators.

1. *Public.*—The only public hospital elevator at the terminal point is that of D. Horn and Company. It treats grain for the public. In addition it is a storage elevator, and is, therefore, licensed and bonded as a terminal elevator. It has a capacity of 750,000 bushels.

2. *Private.*—The private hospital elevators handle only their own grain. They neither treat nor store grain for the public. They are, therefore, licensed and bonded as hospital, and not as terminal, elevators. The following have been licensed:—

Fenton Elevator Co., Fort William	30,000	bushels
Davidson & Smith, Fort William	80,000	"
Black & Muirhead, Fort William	125,000	"
Superior Elevator Co., Fort William	100,000	"
N. M. Paterson & Co., Fort William	50,000	"
D. L. Bole, Fort William	10,000	"
Muirhead Elevator Co., Fort William	35,000	"
National Elevator Co., Port Arthur	65,000	"

CHAPTER 4.

THE BUILDING OF THE GOVERNMENT ELEVATOR AT PORT ARTHUR.

1. *Sites.*—Several sites were available. Two of them were on the mainland and the others were on the islands. In making a selection the Board was guided by:—

1. The character of the foundation.
2. The amount of dredging that would be necessary.
3. The accessibility from lakes and railways.
4. The area and possibility of future additions to elevator.

In comparing the available sites along these lines, the Board had reports from Mr. Merrick, District Engineer for Fort William, Mr. McQueen, of Barnett-McQueen Company, and Mr. Folwell, Engineer of the Canadian Stewart Company. These experts conducted independent examinations of the sites, and from their reports it was evident that a mainland site was preferable to an island site on the grounds of accessibility and of the possibility of immediate construction, and that of the two mainland sites, the one on Thunder bay was the better. Valuations were obtained from men regarded as competent and the purchase of Thunder bay site was recommended and effected.

The site has 600 feet frontage and about 3,336 feet in depth.

It is large enough for future extensions to the elevator to the extent of a capacity of 30,000,000 bushels. The foundation has proven to be satisfactory and the filling in has converted it almost all into dry land. It cost $90,000, and was purchased from Messrs. McKenzie, Mann & Company.

The other mainland site was Water lot 19 K, Neebing addition.

On the first of June, Mr. Langworthy, solicitor, was instructed to ascertain the names of the owners of all water lots between Fort William and Port Arthur. After searching in the Registry Office and the Land Titles Office, he made a report, stating among other things that water lot 19, Fort William, had never been patented.

On attention being called to this, the Department of Marine and Fisheries transferred water lot 19 to the Department of Trade and Commerce, and the Hon. Dr. Reid, Acting Minister of Trade and Commerce, asked Mr. Creelman, of the Canadian Pacific Railway Company at Montreal, whether the Canadian Pacific Railway Company had any title on the said water lot.

Mr. Creelman's reply was: 'Fort William water lot records here indicate that the company has no title to water lot in front of 19 or strip of 27 feet wide off the north side of water lot 18. Am taking matter up with Winnipeg to confirm this and will wire immediately.'

On June 17 the Minister of Lands, Forests and Mines for the Province of Ontario, stated that his department had issued a patent on water lot 19 to the Canadian Pacific Railway Company in 1910. The Board then sent Commissioner Staples to interview Mr. Bury, Vice-president of the Canadian Pacific Railway Company, at Winnipeg. Mr. Bury claimed that the provincial patent was good and stated that the Railway Company would stand by the claim, but offered to sell the water lot to the government.

In the meantime the Board had instructed Mr. Merrick, District Engineer, to report upon the foundations of the lot, and his report was so unfavourable that the Board saw no reason for testing the question of ownership of the lot till reports on all the available sites were received.

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(2) *Procedure Regarding Plans and Specifications.*—As soon as it was decided to build an elevator, communications began with construction companies. Representatives of these companies came to Fort William to examine the site, obtain information about the requirements of the elevator, and in general to prepare plans and specifications. From practically the first of June, therefore, the construction companies were engaged in preparing plans and specifications.

The Board considered carefully the advisability of first selecting plans and specifications and then asking for competitive tenders upon these. The methods possible were as follows:—

1. To ask for tenders for complete specifications and complete drawings; to purchase the most suitable, and then submit those purchased for competitive tenders.

2. To ask for complete specifications and outline drawings, purchase the most suitable, and then submit those purchased for competitive tenders.

3. To ask for complete specifications and outline drawings, and at the same time sealed tenders in separate covers, and, if satisfied with any of the tenders submitted, proceed with the contract.

The adoption of the first plan would have made it impossible to have the elevator ready for the harvest of 1913. About 150 drawings were necessary for such a structure as was contemplated, and the preparation of these alone would have involved four or five months' work. On this account, the Board decided to adopt another method.

The second plan does not necessarily and of itself require so much time for preparation as the first. In this instance, however, the seasonal conditions have to be taken into consideration. If the foundation work were not finished before the severity of the winter set in, the elevator could not be completed for the harvest of 1913 on this plan any more than on the first. To have purchased the most suitable plans with the specifications complete but with only outline drawings, and to have submitted these for competitive tenders, would certainly have caused a delay long enough at that time of the year to have made it very doubtful whether the foundation work could have been started during the autumn. And this second plan would not, in the opinion of the Board, have secured any advantage sufficient to compensate for this delay. Competitions upon one and the same set of complete specifications and incomplete drawings is quite possible, but it appeared to the Board that the third plan named above would equally well secure the advantage of competitive tenders, and would at the same time avoid delay incident to the other plans.

The third of the plans, therefore, that of asking for complete specifications, outline drawings and tenders sealed and separate, appeared to be the only one open if there was to be any hope of getting the elevator ready for the harvest of 1913. This was a determining consideration with the Board, but the Board were at the same time assured that this plan is frequently adopted in elevator construction, and that it permits the keenest possible competition.

The Board accordingly adopted the third plan, and made it known to the various companies that are engaged in elevator construction in Canada. The Board are not aware that any elevator builders operating in Canada were omitted, and are quite confident that they were all thoroughly familiar with the procedure and had ample opportunity to submit plans, specifications and tenders if they desired.

On July 17 the formal notice was issued by the Department of Trade and Commerce calling for plans, specifications and tenders, these to be deposited not later than August 1. During the first week of August these were examined, the following being the procedure adopted: The plans and specifications were examined first by two expert elevator operators, Mr. J. P. Jones, Manager of the Empire Elevator Company, which had been built by the Barnett-McQueen Company, and Mr. R. Edmond, Manager of the Grank Trunk Elevator, which had been built by the Canadian Stewart Company. After a close examination these recommended the plans and

specifications of the Barnett-McQueen Company. The plans and specifications were next examined by Mr. Fairbairn, the Assistant Chief Engineer of the Canadian Pacific Railway, Montreal, who confirmed the conclusion reached by Messrs. Jones and Edmond. The Board desire to put on record their appreciation of the services rendered by these gentlemen, who freely placed their time and experience at the disposal of the Board.

Upon examination of the plans and specifications the Board concurred in the verdict of these experts. The tenders were then opened, and it was found that the tender of the Barnett-McQueen Company was the most satisfactory, both as regards the conditions of the tender, the date on which the elevator should be completed, and the cost of construction. A contract with the Barnett-McQueen Company was accordingly made.

(3) *Power.*—It was finally decided to equip the elevator with electric power. The city of Port Arthur has an arrangement with the Hydro-Electric Commission of Ontario, in accordance with which the Board negotiated with the Hydro-Electric Commission. Plans and specifications for the power-house and electric fittings generally are being prepared by the Hydro-Electric Commission, and a contract will be made with that commission for the purchase of power.

(4) *Supervising Engineers.*—Mr. Harcourt, District Engineer for the Department of Public Works, supervised the preliminary work, of which the most important part was the pile driving. Mr. Harcourt devoted much time to the work, and the Board desire to record their sense of the value of his services.

Messrs. Woodman & Carey, of Winnipeg, will supervise the construction of the elevator.

CHAPTER 5.

SAMPLE MARKETS.

The natural way of selling an article is to show it to buyers. When its volume becomes very large, as in the case of Canadian grain, this method becomes impracticable, with the result that there is shown instead either a sample of it, or a certificate stating its qualities according to the judgment of men accepted by both parties as competent and as disinterested.

Some countries sell by sample alone. The United States combines sample trading and trading by grades in every one of its grain markets. Canada is unique in having enacted legislation which made sample trading impossible. For in the terminal elevators through which most of the grain must pass, individual lots are merged in the general bin containing the grade to which the lots belong, and no trader can give a special price for a lot, the identity of which he cannot preserve.

The grading system undoubtedly cheapens transportation and storage, gives buyers and sellers the advantage of expert opinion on the grain offered, makes easier the financing of the grain by means of warehouse receipts, facilitates trading on the Exchange, and in many ways assists the production, transportation, storing and trading of grain. And if a perfect set of grades could be found, a set that would represent differences in value, and that would give no privilege to any class or interest, much could be said in favour of the Canadian plan of making sample trading impossible.

Few would claim perfection for the set of several hundred grades which were recognized until lately. That set of grades tends to rob the grading system of much of its value, tending, as it did, to confusion, and to the reduction of the storing and handling capacity of the elevators; and apart from these objections, few would claim that the differences fairly represented the milling value of the grain. Western milling companies show a preference, and give a small premium, for grain grown in certain districts. They buy this grain and they do not need to send it to the terminal elevators, where it would be merged with grain of the same grade from other districts They experience, therefore, no competition from those who send their grain to the terminals.

In every grade there are choice individual lots. For these the general grade price is too low. There is much grain slightly bleached, or slightly smutted, that really is as good as grain in high grades, but the law classifies it 'bleached' and 'smutted' and prevents the producer getting anything like its value. Western mills may give a small premium over the grade price for such grain, but there again the system of grading and binning gives them the field to themselves. As a commercial question there is no doubt whatever that the coexistence of the two methods of trading—by sample and grade—is preferable to the sole existence of one.

The main objections to sample trading are two in number. One is about mixing the grain and the other is about transporting it. The one comes from some of the producers and the other from some of the railway men.

MIXING.

It is not denied that nature mixes, and that her mixtures have to be corrected before the grain is ready for milling. Part of the process may be done in the elevators, but part, it appears to be held, must not be done except in the mills. It is

indeed charged that even in the terminal elevators mixing is done, and it is suspected by some that there is mixing practiced in some of the transfer elevators, Canadian and American, through which Canadian grain passes to the foreign markets

But the argument is that mixing will be profitable to the terminal elevators, and that none of that profit will go to the producers. Only the terminal elevators will have, it is said, mixing facilities. Only they then will be able to secure the lots of grain that have special mixing values, and as the mixing will lower the grades of export grain, the export price will fall, and upon this lowered export price the prices paid to the producer will be based. Hence, it is claimed, that before sample markets are established the terminal elevators should be taken over by the state; if this is done the objectors will welcome sample markets. The objection, therefore, is not to sample trading in itself, but sample trading carried on under a system of privately owned terminal elevators.

The state has gone already, to some extent, into the terminal elevator business, and the condition is so far forth fulfilled. And if the state provides terminal elevators at inland points for the Hudson bay and Panama canal routes, the condition will be still further carried out. The producers have also gone into the terminal elevator business, so that already terminal conditions demanded by these objectors have been to some extent arranged. It is also worth noting that if this objection be sound, the existing terminal companies do not lower each grade to its minimum, else they could not lower the grades still further by mixing. But the strength of the objection lies in the statement that while the terminal companies would make larger profits by mixing, they would have such a monopoly that the larger profits would be made by themselves only and not be shared by the producers. This forgets that the producers themselves are now amongst the largest grain dealers, that they are amongst the largest owners of country elevators, and that they are now operating one terminal, and may in future operate several. It forgets that all large western milling companies with their interior and terminal elevators will still be in the field, and that eastern and British millers may also compete for such lots of grain as may be worth competing for.

It is argued that sample trading has lowered the grades of the United States grain. Doubtless the huge milling industries of the United States buy the grain that best suits, and doubtless also the different grading systems of the different States have tended to injure the uniformity and the reputation of the United States grades. But in Canada there is one grading system throughout, and there is less difficulty in maintaining the uniformity of the grades.

So far as state ownership of the lake terminals is concerned this would of itself neither wholly prevent nor greatly assist trading by sample. If the state owned the terminals, and if sample markets were established, mixing could not be done in the state terminals. No manager of a state elevator could mix grain to the satisfaction of the dealers. The treatment, therefore, if carried on at all would be carried on in private elevators other than terminals, in which the owner of the grain would treat it according to his judgment. The grain so treated would then be shipped through the public terminals. This would render sample trading possible, but it would put an additional tax upon the grain to the amount invested in the private houses and in the additional handling necessary.

TRANSPORTATION.

The second objection is very different from the first. The railway men who advance it do not ask for state operated terminals, as a preliminary condition, and do not take the ground that if that condition be fulfilled they will welcome sample trading. They are opposed to sample markets no matter who owns the terminals, because, they say, sample trading will make transportation more difficult and will

require larger yards at the points where the sample markets exist, and will delay the cars at these points so much that the greatest blockade Canada ever saw will be brought about. They point to the fact that the Exchange closes earlier on Saturday, and keeps closed on Sunday, and Monday, too, if at any time Monday is a legal holiday, and they contend that this fact alone would bring about a weekly blockade. The transportation side of sample trading is being investigated by the Railway Commissioners; it is not in the hands of the Grain Commissioners. But it is open to the Grain Commission to point out that sample trading exists in every grain market in the United States without such a weekly blockade, and that by having sample markets both at Winnipeg and Fort William, the cars need not be detained all that time in Winnipeg. It is also open to the Grain Board to point out that it would not follow that all the cars would be held back at either Winnipeg or Fort William; that if the samples were taken at western points like Saskatoon, Moosejaw or Regina these samples would be sent forward by express, inspected and sold, before the cars reached Winnipeg. It is wholly wrong to imagine that a car of grain in, say Alberta, is picked up by an engine and rushed straight through to the terminal point without even an hour's wait in Winnipeg for sampling purposes. The journey of the grain cars to the terminals is slower than that even at the quickest, and if the average time spent by the cars between the shipping point and the terminals were taken there appears to be time for such sampling at western points and for selling by sample at Winnipeg for most of the grain.

Further, there is no reason why, if sample markets were established in Winnipeg, there could not be rules and regulations to the effect that samples exhibited a certain length of time must be withdrawn and the cars they represent sent forward; samples and cars inspected at a certain hour in the morning would all be disposed of by a certain hour in the afternoon.

It need not be denied that sample trading might tend to delay the transportation of some of the cars but the question is whether that delay would nullify the advantages of sample trading. This side of the matter, however, is in the hands of a body much more conversant with transportation conditions.

PREPARATION FOR SAMPLE MARKETS.

1. *Accommodation.*—This is arranged for by Winnipeg and Fort William for September, 1913. At Calgary conditions are not ready for sample trading.

2. *Terminal Elevators.*—By September, 1913, there will be in operation the Dominion Elevator, an elevator operated by the Grain Growers' Grain Company, the other Canadian Pacific elevators, all as public elevators. There will be several other public elevators,, and there is no difficulty in arranging for some private elevators.

3. *Registration of Warehouse Receipts.*—The office for registration and cancellation is now working successfully.

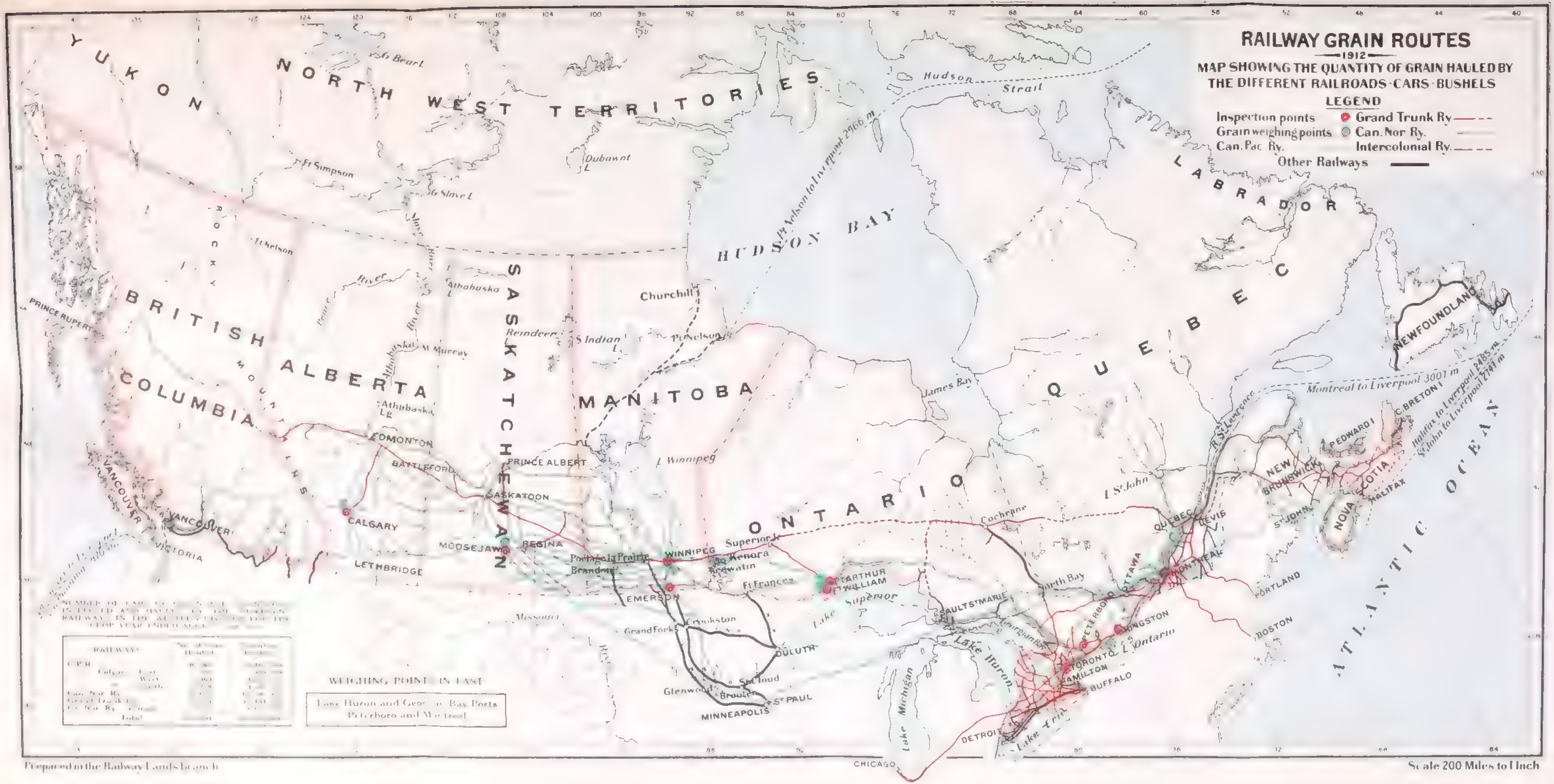
4. *Exchange Rules.*—These concern the safeguarding of deliveries on receipts issued by private terminals; they have been provided for.

5. *Sampling.*—The Board consider that there should be two sets of samples taken —one by the trade for the sample market, and one by the inspection officers for purposes of inspection. There is an advantage in having two sets of samples. At present there is only one, and producers and traders alike are sometimes dissatisfied.

There is no difficulty in securing the services of a sampling bureau, and there is no difficulty, unless the railway companies make one, in arranging to have samples taken at points west of Winnipeg.

It is the opinion of the Board that conditions are as ripe for the establishment of sample trading in Canada now as they ever will be, and that there is no sufficient reason for not establishing sample markets at Winnipeg and Fort William for the next crop.

Representatives of some of the railways have asked that the establishment of a sample market be deferred until September, 1914, and offer then to co-operate if this concession is granted. This proposal, however, has not been put in writing by any of the railway companies up to date. If it were put in writing and the Board assured of the co-operation of the railways, it might be considered.


RAILWAY GRAIN ROUTES
1912
MAP SHOWING THE QUANTITY OF GRAIN HAULED BY THE DIFFERENT RAILROADS - CARS - BUSHELS
LEGEND
Inspection points
Grain weighing points
Can. Pac. Ry.
Grand Trunk Ry
Can. Nor Ry.
Intercolonial Ry.
Other Railways
YUKON
NORTH WEST TERRITORIES
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
ONTARIO
QUEBEC
LABRADOR
NEWFOUNDLAND
HUDSON BAY
ATLANTIC OCEAN
Hudson Strait
Great Bear L
Ft Simpson
Great Slave L
Dubawnt L
Ft Nelson
Churchill
Ft Nelson
Athabaska L
Reindeer L
S Indian L
Ft Nelson
M Murray
Athabaska
Peace River
Athabaska River
PRINCE RUPERT
EDMONTON
BATTLEFORD
PRINCE ALBERT
SASKATOON
CALGARY
MOOSEJAW
REGINA
LETHBRIDGE
VANCOUVER
VICTORIA
L Winnipeg
James Bay
Cochrane
Superior L
WINNIPEG
Portage la Prairie
Brandon
Kenora
Keewatin
Ft Frances
EMERSON
Grandforks
Crookston
DULUTH
St Cloud
Glenwood
Brooten
MINNEAPOLIS
ST PAUL
FT ARTHUR
FT WILLIAM
Lake Superior
SAULT STE MARIE
North Bay
Lake Huron
Lake Michigan
Lake Erie
Lake Ontario
TORONTO
HAMILTON
BUFFALO
PETERBORO
KINGSTON
OTTAWA
MONTREAL
QUEBEC
DEVIL
L St John
St Lawrence
Montreal to Liverpool 3007 m
Halifax to Liverpool 2485 m
St John to Liverpool 2741 m
NEW BRUNSWICK
P EDWARD I
C BRETON I
NOVA SCOTIA
HALIFAX
ST JOHN
PORTLAND
BOSTON
CHICAGO
DETROIT
Hudson Bay to Liverpool 2966 m
WEIGHING POINT IN EAST
Lake Huron and Georgian Bay Ports
Peterboro and Montreal
RAILWAYS
C P R
Calgary
East
West
Can. Nor. Ry.
Grand Trunk Ry.
G. Nor Ry.
Total
Prepared in the Railway Lands Branch
Scale 200 Miles to Inch

CHAPTER 6.

TRANSPORTATION.

MOVEMENT OF GRAIN FROM INITIAL TO TERMINAL POINTS.

The following table shows the number of cars moved by each railway till December 9—practically the close of navigation.

It is noteworthy that there is a decrease in the number of cars carried during the month of September.

Taking the whole period, the Canadian Northern Railway carried fewer cars this year than last, the decrease being 1,131. This is rather disappointing.

There is also a slight decrease of 124 cars in the number carried to Superior.

On the other hand the Grand Trunk Pacific shows an increase of 3,094 cars, and the Canadian Pacific shows a total increase of 11,700. The work of the Canadian Pacific during October and November is proof that that company made a great effort to move the crop during the period of open navigation. Doubtless it would have made a still better showing had it not been for two things: the late threshing, as evidenced by the September inspections, and the unloading capacity of the terminal elevators.

CARS INSPECTED.

Winnipeg. 1911.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.
C. P. R.						
Sept	5,086	277	159	19		5,541
Oct	12,401	1,230	525	282		14,438
Nov	10,879	1,045	372	658		12,954
Dec. 1-9	3,195	287	54	183	1	3,720
	31,561	2,839	1,110	1,142	1	36,653
C. N. R.						
Sept	3,595	155	195			3,945
Oct	7,269	894	500	79		8,742
Nov	5,540	984	400	232		7,157
Dec. 1-9	1,811	391	106	82		2,390
	18,215	2,424	1,201	393		22,234
G.T. R.						
Sept	306	31	8			345
Oct	2,169	318	40	9		2,536
Nov	1,764	350	27	32		2,173
Dec. 1-9	612	157	4	11		784
	4,851	856	79	52		5,838
CALGARY						
Sept	55	80	4			140
Oct	210	130	15	1		355
Nov	355	315	42	1		713
	737	673	74	2		1,486
SUPERIOR						
Sept	589	2	3			594
Oct	529	14	9	19		571
Nov	582	40	1	37		660
Dec. 1-9	92	4	1	5		102
	1,792	60	14	61		1,927

	1912.								
C. P. R.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Increase.		Decrease.
Sept.	3,371	153	150	97		3,771	W.	4,935	
Oct.	15,672	1,403	1,036	983	1	19,095	O.	1,597	
Nov.	14,760	2,467	1,279	2,282		20,788	B.	1,563	
Dec. 1-9	2,693	413	208	454		3,768	F.	2,674	
							R.	0	
	36,496	4,436	2,673	3,816	1	47,422		10,769	
C. N. R.									
Sept.	1,453	56	105	30		1,644	W.	0	W. 2,673
Oct.	7,261	954	714	441		9,370	O.	35	
Nov.	5,916	1,269	729	842		8,756	B.	460	
Dec. 1-9	912	180	113	128		1,333	F.	1,047	
							R.	0	
	15,542	2,459	1,661	1,441		21,103		1,542	2,673
G. T. R									
Sept.	122	9	12			143	W.	1,560	
Oct.	2,981	525	140	106		3,752	O.	882	
Nov.	2,861	1,001	167	260		4,289	B.	266	
Dec. 1-9	447	203	26	72		748	F.	386	
							R.	0	
	6,411	1,738	345	438		8,932		3,094	
CALGARY					C.				
Sept.	169	139	14			322	W.	385	
Oct.	475	339	83	2		899	O.	362	
Nov.	383	403	115	1		904	B.	179	
Dec. 1-9	95	154	41	1	1	290	F.	3	
							R.	1	
							C.	1	
	1,122	1,035	253	3	1 1	2,415		931	C. P. R.
SUPERIOR.									
Sept.	71	1	1			73	W.		W. 336
Oct.	606	3	43	11		663	O.		O. 23
Nov.	589	23	115	55		782	B.	176	
Dec. 1-9	190	10	31	54		285	F.	59	
	1,456	37	190	120		1,803		235	359
								16,571	3,032
								3,032	
Total increase								13,539	

The unloading capacity of the elevators in proportion to the carrying power of the railways is more favourable on the Grand Trunk and Canadian Northern lines than on the Canadian Pacific. In this regard it is worth noting that adequate connection between the Canadian Pacific and the new Dominion Government elevator at Thunder bay will be necessary both for the success of the elevator and to increase the unloading capacity of the terminal point.

The car question at initial points presents two phases, distinct, though related. The first is that of shortage in the number of cars supplied, and the second is that of distribution among shippers, producers and elevators. Neither difficulty is confined to the period of open navigation; both extend during the winter. So far as the car shortage phase is concerned, the work of the Canadian Pacific and, to a less

degree, that of the Grand Trunk, during September, October and November, have left little room for complaint. Shortage of course there was, but the situation was much better than was anticipated. In this respect western Canada has been much more fortunate than the United States, according to the information given in the Grain Dealers' Journal and the North Western Miller.

The chairman of the association of western railways appealed on August 29 to the Chicago Board of Trade to co-operate in a number of ways specified with the railways with the object of meeting the car shortage.—(Grain Dealers' Journal, September 10.)

The Kansas City Board of Trade appealed to its members to co-operate in preventing a car shortage at that market by despatch in ordering disposition of cars, &c.—(Grain Dealers' Journal, September 25.)

The chairman of the Committee on Relations between Railways of the American Railway Association issued a report on October 17 which indicated that the car shortage was the worst in modern times.—(Grain Dealers' Journal, October 25.)

By October 25 cars were becoming so scarce in grain sections that grain dealers were hauling grain to distant lines of railways or junction points, in order to continue business.—(Grain Dealers' Journal, October 25.)

According to a bulletin of the American Railway Association the net shortage on November 2 was 49,981 cars, as compared with 31,579 two weeks previous, and 17,793 four weeks previous. On December 10, Ohio shippers could not get cars, and Kansas shippers were still worse off, for after filling their elevators they were piling the grain on the ground. —(Grain Dealers' Journal, September 10.)

In some sections shippers were compelled to close their elevators.—(Grain Dealers' Journal, September 25.)

At Buffalo boats could not be unloaded, the grain could not be hauled and the shortage seriously injured both export and domestic business.—(North Western Miller, November 13.)

Minneapolis was barely able to secure enough cars to ship the output of its mills. —(North Western Miller, November 13.)

Most of the complaints received by the Board have been on the matter of distribution of cars, but these have, so far, not been as numerous as, according to Mr. Castle, they were last year. The Board cannot present a complete account of this till a later date. The Board sought to ascertain how long cars are on the way from shipping points to terminals. This information has, hitherto, not been gathered by the department. Arrangements have been made to secure it systematically in future. In the meantime the following figures have been collected. Taking the period at which the cars move most quickly, that of September, October and November, and the railway line that has done so brilliantly this year, the Canadian Pacific, and taking nearly 3,000 cars from September 20 till the close of navigation, the result is:—

Manitoba	771	cars; average days each,	8·802
Saskatchewan	1,628	" " "	13·434
Alberta	482	" " "	15·151

No attempt was made to select cars.

This is a good showing, yet the non-railway mind may wonder whether such a time does not give room for sample trading, even when transportation is most rapid.

RECEIPTS AND SHIPMENTS AT THE TERMINAL ELEVATORS.

The following figures show the receipts and shipments at the terminal elevators from September 1 till December 13, 1912:—

RECEIPTS AND SHIPMENTS of Grain at Fort William and Port Arthur Terminal Elevators from September 1 to December 13, 1912 (close of navigation).

Receipts.	Wheat.	Oats.	Barley.	Flax.	Total.
C. P. Ry. Co.	10,738,044	2,146,498	1,017,071		
Consolidated	5,192,779	677,971	210,931	933,400	
Empire El. Co	5,293,002	1,531,504	453,693	1,395,764	
G. T. P. El. Co.	6,271,604	2,796,551	361,064	391,109	
Gr. Gr. Grain Co	6,009,908	1,006,815	439,767		
Horn & Co.	526,393	104,094	56,638	290,629	
Pt. Arthur El.	11,900,822	2,734,408	1,291,102	1,213,253	
Thunder Bay El.	3,221,737	665,482	352,696	246,180	
Ogilvie Flour M	4,920,883	265,048	46,460		
Western T. El.	3,967,745	346,745		1,110,514	
	58,042,917	12,335,116	4,229,422	5,580,849	80,188,304
Shipments.					
C. P. Ry. Co.	10,446,478	2,242,719	882,771		
Consol. El. Co.	4,879,087	623,009	182,262	758,515	
Empire El. Co.	4,897,274	1,428,363	450,011	1,272,323	
G. T. P. El. Co.	5,922,034	2,620,067	339,195	270,937	
Gr. Gr. Grain Co	4,778,898	803,482	365,122		
Horn & Co	465,674	135,057	78,250	352,815	
Pt. Ar. El. Co.	11,595,034	2,566,954	1,234,669	1,115,781	
Thunder Bay El.	3,233,048	684,952	331,845	196,268	
Ogil. F. Mills	4,637,251	245,489	45,554		
Western T. El.	3,867,522	312,776		955,460	
	54,722,300	11,662,868	3,909,679	4,922,099	75,216,946

And the following compare the total receipts and shipments for September, October and November in 1911 and 1912. For the three months ended November 30, 1911, and for the same period in 1912:—

	Receipts.	Shipments.	In Store.
30th November, 1911	52,887,887	42,754,225	10,133,662
30th November 1912	71,651,910	60,439,223	11,212,687
Increase	18,764,023	17,684,998	1,079,025

These figures show a great increase in 1912 as compared with 1911. They show the increased amount of work done by the railways, elevators and vessels, and not less of the inspection and weighing departments. During this period everybody engaged in the moving of grain worked at high pressure.

It is satisfactory to note that the eastern Canadian route has held its own this year:—

Shipped to Buffalo, 1911	22,620,174
" " 1912	23,334,487
" Canadian ports, 1911	17,620,174
" " 1912	21,870,595

There has been a marked increase in freight both on the Atlantic ocean and on the Great Lakes as compared with last year. This is said to be due to an increase in business throughout the world, and on the lakes, to the increase in the iron and steel business of the United States and also to the harvest in that country.

There is no doubt that the transportation of western grain has been impeded by the insufficient storage capacity of the eastern transfer elevators and the insufficient tonnage of the St. Lawrence river route.

FLAX.

In 1911 there were 1,587 cars of flax carried during the period from September 1 till December 9.

In 1912 during the same period there were 5,695 cars—a very large increase—and this number would have been larger had it not been for the embargo placed by the Canadian Pacific Railway on the shipment of flax.

Flax is a difficult grain to handle. It is almost as fluid as water, and machinery suited to handle wheat is not suited to flax.

Some of the elevators are not equipped with flax cleaners: the Canadian Pacific and the Ogilvie elevators. The following shows the flax cleaning capacity of the terminals:—

Flax Cleaning Capacity at Head of the Lakes.

——	Cleaners.	Bushels.
Canadian Northern Elevator	3	9,000
Grand Trunk Pacific	2	8,000
Horn's Elevator	3	10,000
Empire Elevator	2	7,500
Thunder Bay Elevator	1	4,000
Western Elevator	2	8,000
Consolidated Elevator	2	7,000
		53,000

These estimates are as given by the men in charge of the several elevators and are for ten-hour days.

This capacity has been inadequate to the work to be done this year. The result is that the yards were liable to congestion by flax, and the unloading capacity of the elevators was reduced by the flax. Hence the Canadian Pacific Railway put an embargo upon flax for a few days in November.

Embargoes are not desirable things in the opinion of the Board. But there is no doubt that flax is an exacting grain, that the flax cleaning capacity of the elevators proved inadequate, and that it would do nobody any good to have the flax lying in the yards waiting its turn and holding the cars and blocking the movement of other grain in the meantime.

The situation in regard to flax is still unsatisfactory. It is coming in a volume beyond the capacity of the elevators. It cannot be cleaned as it comes, and if allowed

to lie in the cars it is in the way. The Canadian Pacific is therefore unloading it into its own elevators, and holding it there pending cleaning, and thus relieving the cars and yards.

The movement of flax this year is but another illustration of the fact that Canada has no reserve capacity for handling the grain. Last year flax presented little difficulty, but the high price resulted in an increased production. The quantity produced passes the capacity of the elevators for the present, but the price this year may result in a decreased production next year. And so it goes. Private capital hesitates to provide plants which may not be used, and the total production cannot be well handled by a plant built on the principle that it must yield a profit every year. These emergencies are natural in a country that produces a large volume of grain, and they have not been provided for in Canada up till the present.

WINTER TRANSPORTATION.

The difficulties in the winter transportation have hitherto concerned not only the moving of the grain from the initial points to the terminals, but also the moving of it from the terminals over the single railway line to the east. Hence, to the complaints about car shortage at initial points there were added complaints about car shortage and car distribution at the terminal elevators, about embargoes on other railway lines by the Canadian Pacific, about preferential treatment given to export grain over grain for domestic consumption, and about storage payable on grain after the shipper had ordered it out.

As early as August the Board recommended that the lower rates to Duluth be arranged if possible at an early date, and the Hon. the Minister of Trade and Commerce agreed, and took the necessary steps. At a later date the Hon. the Minister of Customs agreed to an arrangement by which American boats storing grain during the winter at Fort William and Port Arthur should be permitted to unload the grain so stored at Canadian ports, except Port Colborne, at the opening of navigation, provided the boats were chartered and loaded after certain specified dates. Accordingly there is now available for winter storage about one and a half million Canadian tonnage and about ten million bushels of American tonnage.

This is a considerable addition to the available storage capacity at the terminal point, and should it be made use of it will help to keep the grain moving through Canadian channels. It should be recognized, however, that winter storage in this form is at best an emergency remedy. The need of it is but another illustration of the inadequacy of the proper facilities for handling the grain.

The increase in the number of vessels wintering in the terminal harbour led to the very important question of keeping the ice broken sufficiently to make vessels available. By undertaking to keep the ice broken for a longer period than usual the government conferred another considerable aid to the transportation of the grain. In many ways must the country pay for the lack of reserve storage capacity.

The Press reports that the first grain train via the Grand Trunk Pacific was due at Cochrane on December 31. The second much needed eastern outlet is therefore in sight.

CHAPTER 7.

REVENUES AND EXPENDITURES.

The Eastern Division.

In the Eastern inspection division there is a deficit every year in every district of the division. The figures for the last four years are given below.

There is no inspection in the east of western grain. Occasionally an eastern inspector is called upon to take a sample of a car or cargo of western grain, and the clerk in the Montreal office issues split certificates for western grain. The inspectors are paid to inspect and weigh eastern grain and there is now little eastern grain to be inspected. The inspector at Peterborough inspected on the average one car per day last year and weighed on the average one car per week. The inspector at Kingston inspected one car per week. In performing these services at these two points alone the Dominion lost $1,478 last year. There is no sign that there will be any change this year. So far as eastern grain is concerned there is no justification for maintaining so many inspection districts, and as stated, the inspectors have nothing to do with western grain.

The milling interests at Peterborough and Kingston desire to retain the inspectors at those points. The milling interests at Regina, Moosejaw, Medicine Hat and Lethbridge desire to have inspectors at their respective points. So far, inspectors have not been granted at milling points throughout the west, though there is no doubt that the appointment of inspectors at milling points would be a considerable aid to the milling industry.

There should be the same policy in this respect for east and west. There is no justification for preferential treatment such as now exists. On the other hand, if inspectors are placed at milling points generally, the annual deficit will be considerably increased.

The State of Minnesota maintains inspectors at St. Cloud, New Ulm, New Prague, Kasota, Sleepy Eye and LaCrosse, in addition to St. Paul, Minneapolis and Duluth, but it does so under the following law: 'The commission upon proper application for state inspection or weighing of grain by any person interested at any other point than St. Paul, Minneapolis or Duluth may furnish such service, if it is deemed expedient, provided such person first agrees to pay all costs of the service. Rules governing state inspection and weighing at other terminals shall apply at such points.' Hence the local inspection given by Minnesota imposes no tax upon the department.

Some Canadian millers would agree to this rule and others would probably object. There is no other way known to the Board of maintaining inspectors at milling points that will not lead to either an increase in the deficit or an increase in the inspection and weighing fees.

RECEIPTS AND EXPENDITURES for each office in Eastern Division during past four years.

	1908-9	1909-10	1910-11	1911-12
	$ cts.	$ cts.	$ cts.	$ cts.
Kingston—				
Revenue	69 30	95 84	177 19	69 77
Expenditure	743 50	724 42	709 85	830 75
Peterboro—				
Revenue	482 00	287 20	312 70	306 86
Expenditure	877 22	848 92	857 15	954 50
Toronto—				
Revenue	3,898 91	1,351 39	1,674 04	2,470 75
Expenditure	5,044 01	4,565 64	4,727 04	4,987 60
Montreal—				
Revenue	1,961 92	1,386 58	2,430 52	3,378 45
Expenditure	11,289 14	12,147 22	8,442 21	8,321 65

TOTAL.

	1908-09	1909-10	1910-11	1911-12
	$ cts.	$ cts.	$ cts.	$ cts.
Revenue	6,412 13	3,121 01	4,594 45	6,225 83
Expenditure	17,953 87	18,286 20	14,736 25	15,09450
Deficit	11,541 74	15,165 19	10,141 80	8,868 67
Total Deficit	45,717 40			

DEFICIT by Offices, four years.

Kingston	$ 2,596 42
Peterborough	2,149 03
Toronto	9,929 20
Montreal	31,042 75
	$45,717 40

The Western Division.

1. THE WAREHOUSE COMMISSIONER'S OFFICE.

This office did not pay its way. The figures for the last four years are:—

Year,	1908-09—deficit	$11,237 13
"	1909-10 "	11,302 55
"	1910-11 "	3,998 86
"	1911-12 "	8,582 45

In 1910-11 there was a sum of $5,550 derived from fines credited to the revenue of this office for that year, and this accounts for the smallness of the deficit that year. Apart from fines, the sole revenue of this office consisted of the elevator licenses of $2 per annum, interior and terminals alike.

2. THE SHIPPERS' AGENT'S OFFICE.

The expenditure in this office was almost $3,500 per annum, and there was no revenue.

3. SURVEY BOARDS.

Winnipeg.—The secretary's salary is $750 per annum. This is paid by the department, and there is no revenue.

Calgary.—The secretary's salary is $300 up. This is also paid by the department, and there is no revenue.

4. REGISTRATION OF WAREHOUSE RECEIPTS.

The department contributed $5,000 per annum to the Lake Shippers' Association. The revenue was nothing.

5. DULUTH.

The Duluth office is in a class by itself, as it is the only Canadian inspection office maintained outside the boundaries of the Dominion. It has not quite paid its way. The following are the figures:—

1907-08—deficit	$ 768 12
1908-09—surplus	987 64
1909-10—surplus	254 24
1910-11—deficit	1,097 79
1911-12—deficit	177 52

Totals—Surplus	$987 64	Deficit	$ 768 12
	254 24		1,097 79
			177 52
	$1,241 88		$2,043 43
			1,241 88
			$801 35

It would appear from the correspondence between the railways, the chief inspector and the department in 1907 relating to the creating of an inspection office at Duluth, that the railways had consented to make good any deficit that might ensue, and that they agreed to this as one condition of getting the office created.

6. CALGARY.

This office has had deficits every year. The figures are as follows:—

Year,	1907-08—deficit	$1,845 40
"	1908-09 "	1,383 80
"	1909-10 "	1,294 30
"	1910-11 "	1,420 05
"	1911-12 "	1,863 48

An office is needed at Calgary for grain going west. Should the Panama canal route prove practicable for Canadian grain, the Calgary inspection will increase. In the meantime this office adds to the burden carried by the department. The Canadian Pacific Railway asks for an addition to the inspection staff to sample cars arriving at night. Should this become necessary, the deficit from this office will be further increased.

7. WINNIPEG.

The figures given below show receipts and expenditures for the past four years. There was a deficit each of these years till 1911-12.

Salaries for inspection and weighing increase every year, and this increase is due to the increase in the production of grain. The expenditures for one year cannot be the estimate for the following year, until the production of grain reaches a standstill.

The deficit in the Winnipeg office cannot be charged to extravagance on the part of the staff. The accommodation provided was utterly inadequate to meet the growth of the work. Such modern aids to inspection as moisture testers and laboratory experiments were not installed. The salaries paid the staff were low, the hours of labour long, and many of the men were required to work seven days a week for a great part of the year.

REVENUE AND EXPENDITURES Winnipeg Office, years ending March 31, 1909-10-11-12.

Salaries and Expenditures year March 31, 1909.

Expended	$ cts.	Revenue	$ cts.
Salaries, Inspection	38,639 90	Cars inspected	31,742 40 (79,356 cars)
Salaries, Weighing	4,540 65	Cars weighed	3,714 25
Expenses	5,552 78	Samples sold	2,299 48
Rents	2,657 64	Standard samples	59 75
	51,290 97	Old Testers sold	25 00
			37,840 88

Year March 31, 1910.

Salaries, Inspection	46,755 90	Cars inspected	46,520 50 (93,041 cars)
Salaries, weighing	4,525 00	Cars weighed	4,808 20 (13,251 cars)
Expenses	3,834 71	Samples sold	2,832 93
Rents	3,692 53	Standard samples sold	44 40
	58,808 14		54,206 03

Year March 31, 1911.

Salaries ,Inspection	49,360 59	Cars inspected	46,916 50 (93,833 cars)
Salaries, weighing	6,210 00	Cars weighed	5,555 80 (15,512 cars)
Expenses	4,269 13	Samples sold	3,098 43
Rents	3,673 87	Standard samples sold	50 45
	63,513 59		55,621 18

Year March 31, 1912.

Salaries, Inspection	64,077 01	Cars inspected	71,499 50 (142,999 cars)
Salaries, weighing	7,551 10	Cars weighed	7,752 00 (21,666 cars
Expenses	5,109 65	Samples sold	3,677 74
Rents	3,612 53	Standard sold	42 30
	80,350 29		82,971 54

TOTALS.

	1908–09	1909–10	1910–11	1911–12
	$ cts.	$ cts.	$ cts.	$ cts.
Expenditures	51,390 97	58,808 14	63,513 59	80,350 29
Revenue	37,840 88	54,206 03	55,621 18	82,971 54
Deficit	13,550 09	4,602 11	7,892 41	
Surplus				2,621 25

8. FORT WILLIAM AND PORT ARTHUR OFFICES.

These offices do pay their way. They have been the earners of surpluses for the whole department. The figures for the two offices for 1911-12 follow:—

Fort William, 1911-12.

Expended.	Wages and Overtime.	Rent.	Expenses.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.
Dec	5,625 71	200 00	269 24	6,094 95
Jan	4,504 91	200 00	522 93	5,227 84
Feb	4,100 76	200 00	163 95	4,464 71
Mar	4,113 74	200 00	483 59	4,797 33
April	4,155 75	200 00	744 31	5,100 07
May	5,108 96	200 00	381 27	5,690 23
June	4,873 26	200 00	297 11	5,370 37
July	4,807 31	200 00	112 46	5,120 77
Aug	4,990 56	200 00	118 03	5,308 59
Sept	5,731 07	200 00	182 74	6,113 81
Oct	8,370 63	200 00	270 06	8,840 69
Nov	10,287 26	200 00	239 08	10,726 34
	66,670 93	2,400 00	3,784 77	72,855 70

Earned.	Vessel Collections	Samples sold.	Insp. Fees.	Weigh fees.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dec	238 32		3,823 00	5,563 60	9,624 22
Jan	487 74	496 51	2,094 00	2,696 10	5,774 49
Feb	293 70	419 86	2,014 50	3,155 10	5,883 16
Mar	154...	154 28	2,441 00	3,295 80	5,891 08
April		122 55	1,364 00	1,858 50	3,345 05
May		52 28	8,319 00	7,256 40	15,627 68
June	137 28	121 90	4,361 00	4,283 50	8,903 68
July	266,64	272 89	2,958 00	3,286 70	6,784 23
Aug	113 18	291 74	2,739 50	2,501 30	5,645 72
Sept		312 34	1,922 50	2,008 70	4,243 54
Oct	74 58	92 74	7,773 50	10,079 50	18,020 32
Nov	369 60	164 01	14,607 00	14,607 70	29,239 31
	1,981 04	2,501 24	53,908 00	60,592 90	118,983 18
Total earned					118,983 18
Total expended					72,855 70
Surplus					46,127 48

Port Arthur, 1911-12.

Expended.	Wages and Overtime.	Rent	Expenses	Total
	$ cts.	$ cts.	$ cts.	$ cts.
Dec	2,762·81	75·00	46·45	2,884·26
Jan	2,477·96	75·00	84·20	2,637·16
Feb	2,231·36	75·00	302·01	2,608·37
Mar	1,714·24	75·00	137·15	1,926·39
April	1,777·89	75·00	50·83	1,903·72
May	2,295·06	75·00	79·78	2,449·84
June	2,372·86	75,00	116·34	2,564·20
July	2,333·21	75·00	59·23	2,467·44
Aug	2,761·96	75·00	34·30	2,871·26
Sept	3,354·70	75·00	103·15	3,532·35
Oct	3,647·60	75·00	77·03	3,799·63
Nov	4,172·20	75·00	77·80	4,225·00
	31,901·85	900·00	1,168·27	33,970·12

Earned.	Vessel Collections	Samples Sold	Insp. Fees	Weigh Fees	Total
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dec	75·90		1,631·50	2,796·50	4,503·90
Jan			767·00	1,340·50	2,107·50
Feb			300·50	495·60	796·10
Mar			247·00	347·70	594·70
April			349·50	257·70	607·20
May	93·72		4,407·50	3,918·60	8,419·82
June	44·88	156·71	2,721·00	2,511·60	5,434·19
July	38·94		1,544·70	1,802·40	3,386·04
Aug	27·06	205·20	1,386·50	1,286·40	2,905·16
Sept	36·30		877·50	819·90	1,733·70
Oct			2,740·00	3,906·90	6,646·90
Nov	74·58	240·00	5,204·00	5,608·50	11,127·08
	391·38	601·91	22,176·71	25,092·30	48,262·29
Total earned				$48,262·29	
Total expended				33,970·12	
Surplus				$14,292·17	

Hours of Work.	Winnipeg.	Ft. William.	Pt. Arthur.
Outside staff	7 A.M. till 6	7 till 6	7 till 6
Office staff	8 A.M. till 6	8.30 till 6	8 till 6

SEVEN DAY WEEK.

Fort William and Port Arthur.—All the staff work seven days a week from September 15 to December 15, or later. Only the outside staff get paid for overtime and Sunday work.

Winnipeg.—This year the yardmen were given one day off in seven. This concession required the employment of twelve additional men, and this added to the expenditure. Twenty men work seven days in the week for eight months in the year.

NIGHT SHIFTS.

Fort William.—There is a night shift in the office consisting of two (2) stenographers and three (3) clerks. Hours, 6 p.m. to 6 a.m. Salaries the same as day shift.

Port Arthur.—There is a night shift of twelve (12) men for three (3) months in autumn. Hours 6 p.m. to 6 a.m. Salaries are same as day shift.

Winnipeg.—There is a night shift of track samplers. Hours 7 p.m. to 6 a.m. Salaries are same as day shift.

OVERTIME.

Fort William and Port Arthur.—Inspectors, weighmen, track samplers, binners, transfer and yard men work overtime according to demand from September 15 till December 15. The rate of wages paid for overtime is 30 cents per hour, except in the case of inspectors working on cargoes when the rate is 40 cents.

There is no overtime in Winnipeg.

HOLIDAYS.

Two weeks are allowed with pay, the time being arranged by the inspector in charge.

EXPENDITURES FOR 1911-12—WESTERN DIVISION.

The number of cars inspected during the months of the present fiscal year was greater than it was last year. The figures are:—

——	1911.	1912.
April	7,024	14,348
May	4,201	11,755
June	6,451	10,848
July	6,828	9,711
August	3,318	3,356
September	10,565	3,953
October	26,642	33,779
November	23,657	35,519
	88,886	125,269
		88,686
Increase over 1911		36,583

COMPARATIVE FIGURES FOR SAME PERIOD, 1901-02 TO 1912-13, INCLUSIVE.

For the 4 Months ended December.	Total No. Cars.
1901-02	30,458
1902-03	29,320
1903-04	23,551
1904-05	25,572
1905-06	39,261
1906-07	34,855
1907-08	35,827
1908-09	59,816
1909-10	69,748
1910-11	59,124
1911-12	83,001
1912-13	100,849

CARS INSPECTED AT WINNIPEG FOR CROP OF 1912-13.

1912.	Wheat.	Oats.	Barley.	Flax.	C.P.	C.N.	G.T.	G.N.	Total.
Sept. 30	5,186	358	282	127	4,093	1,644	143	73	5,953
Oct. 31	26,995	3,224	2,016	1,543-1	19,994	9,370	3,752	663	33,779
Nov. 30	24,509	5,163	2,405	3,440-2	21,692	8,756	4,289	782	35,519
Dec. 31	16,869	3,929	1,541	3,253-6	15,437	5,741	3,558	862	25,598
	73,559	12,674	6,244	8,363-9	61,216	25,511	11,742	2,380	100,849
Year ago	69,185	8,796	2,791	2,229	46,721	26,516	7,587	2,177	83,001
Increase									17,848

There was an increase in every month except the month of September. It is noteworthy that the inspections in September have been decreasing since 1909. The figures are:—

1909	17,365
1910	12,938
1911	10,565
1912	5,953

The causes of this decrease are probably climatic. As, however, the staff must be ready for the heavy work of October and November, such a reduction in September cannot be made a reason for reducing the staff.

The increase in the quantity to be inspected rendered it impossible to effect as large a reduction in labour as has been usually aimed at from April to August, inclusive, and involved an increase in the expenditure as compared with the previous year. Further, much of the grain inspected from May till August, inclusive, was tough, damp or wet. It required more labour both at Winnipeg and at the terminal point than if it had been straight grade grain. The grain dried by the Armour Company's floating drier, amounting to almost two and a half million bushels,

required a considerable amount of extra labour for which no extra revenue has been obtained. A larger staff had, therefore, to be retained at Winnipeg, Fort William and Port Arthur than is usual during these months.

Between harvest and the close of navigation the grain must be kept moving; hence October and November show the greatest expenditure. It is not many years since the record number of inspections for one day reached 100. This year there were 1,569 cars inspected in Winnipeg on November 19, and the average daily number for the month was 1,180 cars. If the grain trains number 40 cars on the average, and if the inspectors finish each train in one hour, and if the number of cars per twenty-four hours may reach any day from 1,000 to 1,500, the practical problem is not an easy one. A greater use was made of the Marconi yards this year, and as these yards are three miles away from the other Canadian Pacific yards, a separate staff had to be kept in them.

Besides these causes of increased expenditure, there were others. The inspection office had become utterly congested and more room was rented. Moisture testers were purchased. The acting chief inspector considered it advisable to give the yard men one day off in seven, and this necessitated the employment of twelve (12) additional men. A moderate increase in salaries was given to the men in the Western Division, an increase which in the opinion of the Board was absolutely indispensible if the grain was to be inspected at all.

At the terminals the increase in the quantities of grain handled during September, October and November this year is shown in these figures:—

	Receipts.	Shipments.	In Store.
1911	52,887,887	42,754,225	10,133,662
1912	71,651,910	60,439,223	11,212,687
Increase	18,764,023	17,684,998	1,079,025

INSPECTION AND WEIGHING FEES IN CANADA AND MINNESOTA.

Inspection.	Canada.	Minnesota.
Cars in	50 cents	35 cents.
Cars out	50 "	35 "
Cargoes	50 " per 1,000 bush.	40 " per 1,000 bush.
Flax—		
Cars in	50 cents	75 cents.
Cars out	50 "	75 "
Cargoes	50 " per 1,000 bush.	75 " per 1,000 bush.
Re-Inspection	Free	$1 per car of 1,000 bush.
Appeals	$3	$1 per car of 1,000 bush
Weighing—		
Cars in	30 cents	40 cents.
Cars out	30 "	40 "
Cargoes	30 " per 1,000 bush.	40 " per 1,000 bush.

In regard to appeals it should be noted that the fee of $3 charged in Canada goes to the members of the Survey Board and not to the revenue.

METHOD OF MEETING EXPENDITURES IN CANADA AND MINNESOTA.

In Minnesota the expenses of the Railroad and Warehouse Commission are not a charge upon the fees for inspection and weighing. In Canada the expenses of the Grain Commissioners are according to the Grain Act to be paid from that source.

In Minnesota inspection is granted at points other than Minneapolis and Duluth only on condition that those who ask for such inspection pay any deficit that may result. In Canada this condition is not observed, so that the deficits caused by the inspection of eastern grain at Montreal, Toronto, Kingston and Peterborough have to be met out of the fees levied on western grain, and this is equally true of the deficits at Duluth and Calgary as well as those that arise in connection with the Warehouse Commissioner's office, the Shipper's Agent's office, the Survey Board and the Registration of Warehouse Receipts by the Lake Shippers' Association.

In regard to the terminal elevators there are two important differences between Minnesota and Canada.

SUPERVISION OF THE BINNING.

In Minnesota the inspection staff does not supervise the binning; in Canada it does, or professes to. In this respect Canada pays over $8,000 per annum, and it pays this for work that gives no revenue whatever, and it is very doubtful whether the supervision which costs so much money is of any real value. It certainly relieves the elevators of responsibility, but whether it does more than that, whether it secures any effective control, is very doubtful.

OVERTIME.

In Minnesota the rule is as follows' 'If any railway company, shipper, vessel owner, or agent of either shall desire the services of any employee of the Grain Inspection or Weighing Department for the purpose of inspecting or weighing grain or doing other work in his line of duty as such employee, on Sunday or any legal holiday or at night, said party or parties shall apply to the chief deputy inspector of grain or state weighmaster for the service desired.

'The chief deputy inspector or state weighmaster, if the service is necessary, will require the same to be performed and shall charge the expense thereof to the person, firm or corporation requiring the service.'

In Canada, at the terminals there is a great deal of overtime. Part of it is caused by the loading of the vessels, but this part puts no tax upon the revenue for the parties served pay for it. But a large part of it is caused by the unloading of the cars at night or on Sundays or legal holidays. The railway companies ask for it constantly during certain months and they do not pay for it. This overtime is paid for out of the ordinary fees. It yields no revenue and it is liable to cause additional loss, both because of the rate and amount paid for it and because of waste of time. The railways have the placing of cars in their own hands, and if they paid for the overtime as in Minnesota, they would probably reduce both the total amount of it and the proportion of waste in it.

SESSIONAL PAPER No. 10d

Overtime and Binning, Year 1911-12.

March 31, 1912—Overtime—		
Fort William and Port Arthur	$7,849 10	
Duluth	136 20	
Emerson	34 60	
Winnipeg	12 00	
		$8,031 90
Binning—Fort William and Port Arthur		8,687 45
April 1, 1912, to Nov. 30, 1912—Overtime—		
Fort William	$6,997 90	
Port Arthur	1,957 20	
Winnipeg	364 10	
Emerson	15 40	
Duluth	210 50	
		$9,545 10
Binning—Fort William	$6,027 07	
Port Arthur	1,815 00	
		7,842 07

CHAPTER 8.

REVIEW OF THE WORK.

The Board has been in existence eight months. It has had to deal with a vast mass of details, with matters of organization, with emergencies in the drying, storing and transporting of the grain, with the building of a large terminal elevator, with applications for inspection districts in the west, with applications for seaboard inspection of western grain, and with several most difficult questions of policy.

The Board has been subject to several handicaps:—

1. Revenue and Expenditure.

The Board sought to keep the inevitable deficit as low as possible. Under the existing system, part of the revenue goes to the upkeep of divisions and offices, which produce little revenue and render little service. Another part is spent upon overtime in the terminals, overtime which in the opinion of the Board should be paid for by those who ask for it. Another part is spent upon the supervision of the binning, a supervision which is little better than nominal, and another part was spent upon registration without any return either in regard to information or administration. The Board was therefore forced either to carry the burden of an enormous deficit, or to keep the expenditure down by sacrificing efficiency. To maintain inspection and weighing, which are vital, the Board considered it necessary to grant an increase in the rate of salaries. To secure real information about conditions in the country the Board made temporary appointments of five supervising inspectors. The Board also ordered moisture testers for the inspection offices. Apart from these additional sources of expenditure, the Board limited themselves to a staff of one clerk and three stenographers, a staff which is totally inadequate now to the work.

2. Details.

It was natural that a vast volume of details should be sent to the Board. All of them were important and all served to educate the commissioners. But most of them could be equally well, if not better, attended to by the heads of the departments.

3. Overdue Work.

In regard to inspection, weighing and registration, matters have had to be dealt with which might have been done long before the Board came into existence. The multiplicity of grades should have been kept within narrower limits. Registration should have been in the hands of the department from the beginning, and the Royal Commission of 1906 recommended a policy in regard to weighing which might have been carried out, but was not.

4. Location.

The production of grain is all west of Winnipeg. At Winnipeg are the headquarters of inspection, transportation, financing, trading and storing of grain. Even the terminal elevators are managed from Winnipeg. Nothing is more necessary to the Board than close and constant touch with the producers, carriers and traders of grain. To keep in such touch from Fort William is difficult and expensive. There

is no doubt that the importance of Fort William and Port Arthur will grow with the years, but there is no doubt that for the present the administration of the grain laws from Fort William means loss of time and money. The Board have felt acutely the fact that they are so far away from the producers of grain. The complaints about car shortages and car distribution cannot possibly be attended to with despatch, and the Board have been forced to arrange that the most urgent of these should be attended to by subordinates in Winnipeg, an arrangement with which the Board are not satisfied. The Board must spend much more time among the producers than has been possible so far.

5. Emergencies.

The greatest difficulties that have come before the Board have been the emergency remedies occasioned by the general inadequacy of the transportation, storage and handling facilities. The temporary importation of a foreign drier, the importation of foreign vessels for winter storage, with the expense entailed of keeping the harbour open, the application for reduced rates to foreign ports, the embargo upon flax, the taking of flax into store before it can be cleaned and before outturns can be given upon it. Even as remedies they involve much expense, and are proofs that something serious is lacking in the general system of handling grain in Canada.

CHAPTER 9.

RECOMMENDATIONS.

The Board are unanimous in the following recommendations:—

1. As Regards Inspection.

(*a*) That there should be established in Winnipeg a laboratory for testing the milling and baking qualities of western grain.

The plan that commends itself to the Board is to establish, in co-operation with the proper authorities, such a laboratory in the Agricultural College in Winnipeg. The Principal of that college has been authorized to offer all possible assistance in the matter, and he is most willing to do so. Space would be given in the college building and the assistance of the staff would be available. The initial expenditure would be about $3,000. The salary of a competent man, the salary of an assistant and the sundry expenses would be from about $3,000 to $4,000 per annum. These amounts should be paid by the state and the appointments would be made by the state. On the other hand the college would give the room, the aid of chemical staff and the use of its general apparatus and a general oversight.

Samples of grain would be sent from the inspection offices regularly. Outsiders could be allowed to send samples for a nominal fee. The inspectors would be given opportunities to familiarize themselves with the results, and the students attending the college would be given similar opportunities.

Such systematic testing should be of service in valuing both the varieties, the grades and special lots of grain, and the grain industry of the west is important enough to warrant the use of every source of knowledge of grain.

(*b*) That there should be only one inspector's office at the head of the lakes, instead of two as at present;

(*c*) That there should be a reduction in the number of inspection districts in the eastern division;

(*d*) That the question whether any inspection office should be maintained outside the Dominion should be carefully reconsidered;

(*e*) That in both eastern and western divisions inspectors if available should be placed when requested at milling points on condition that those who ask for them should meet any resulting deficit; and

(*f*) That a chief inspector should be appointed for the western division.

2. Weighing.

There should be appointed a chief weighmaster for the western division, and that under him should be organized the weighing department co-ordinate with the inspection department.

3. Elevators.

(*a*) That there should be appointed an elevator superintendent who would be the executive officer of the Board, having charge of the licensing, bonding, insurance, the registration and cancellation of warehouse receipts and such other matters that the Board may determine.

(*b*) That as a system of registration and cancellation of warehouse receipts had been established, and as this system makes possible a more effective supervision of the terminal elevators, that the supervision of binning in its present form be abolished.

4. Overtime.

That the following rule be sanctioned in regard to overtime: 'If any railway company, elevator company, shipper, vessel owner or agent of either shall desire the service of any employee of the grain inspection or weighing departments for the purpose of inspection or weighing grain or doing other work in his line of duty as such employee, on Sunday or any legal holiday or at night, said party or parties shall apply to the inspector (weighmaster) for the service desired, and the inspector (weighmaster) if the service is necessary, will require the same to be performed and shall charge the expense thereof to the person, firm or corporation requiring the service.'

5. Sample Markets.

That sample markets be established in Winnipeg and Fort William in September, 1913, and that railway companies be required to grant the facilities for taking samples at such points and in such ways as shall be approved by the two Boards, that of the Railway Commissioners and that of the Grain Commissioners, and also that rules and regulations governing the disposition of the cars at the sample market points shall be framed by the two Boards and approved by the Governor in Council.

6. Panama Canal and Hudson Bay Routes.

That the existing inadequacy of transportation and storage facilities render it imperative that every preparation be made to make the most of the new routes, that this can be done best by a combination of interior terminal elevators and transfer elevators at the coast, that the Board should be authorized to investigate the most suitable locations for the interior terminals and to report upon all necessary preparations.

The Board take it for granted that both the interior terminal elevators and transfer houses at the coasts would be built, owned and operated by the government.

APPENDIX.

COMPARATIVE PRICES OF NO GRADE WHEAT, DULUTH AND FORT WILLIAM.

Quotations cover forty-eight days.

On every one of the days mentioned Fort William price is higher than Duluth, the increase averaging from $\frac{1}{8}$ to $6\frac{1}{4}$ cents per bushel.

Date.	Grade.	Duluth.	Ft. William and Pt. Arthur.
		Price.	Price.
May 1st	2 fd. oats	40⅛	40⅞
	Dried 1st	94½	96¼
	No. 4	89¼	89¼
	No. 5	79	79½
May 2nd	Tf. 6	56½	56½
	3rd	96⅛	96
	No. 5	78	78
	Dried 5	76½	77
	4th	88½	88½
May 3rd	2 C.W. oats	47½	49
	4th	88¾	89
	6	66¼	66
	Dried feed	57	58
	Dried 3rd	94	95
	1st	102⅜	103½
	5	78¼	78½
	Dried 4th	87¼	88
	3rd	96	96½
	Dried feed	57¼	58
May 4th	Ex. 1 fd. oats	43	43½
	1 Man. flax	1 02½	1 93
	Rej. flax	1 80	1 78
	Dried 3rd	94	96¼
	Dried 6	65	65½
	No. 5	78½	79
May 6th	2nd	1 01¼	1 02¼
	4th	90	90
	Dried 6	65½	66
	Feed	60	60
	Dried 3rd	96	97¼
	Dried 6	65⅓	66
	Tf. 6	58½	59
	Tf. 2nd	91	91
May 7th	3rd	97¾	97¾
	4th	89½	90
	5	78½	79
	6	67	67
	Dried 3rd	95¾	96
	1 C.W. oats	49	47⅞
	1st	1 03⅜	1 04¾
May 8th	3rd	97½	97¾
	4th	89	90
	5	79	78½
	3 barley	69	69
	Dried 6	65	66
	Tf. 2 C.W. oats	38	40½
	Dried 5	76½	78

APPENDIX—*Continued.*

Date.	Grade.	Duluth.	Ft. William and Pt. Arthur.
		Price.	Price.
May 9th	1 feed oats	43	44
	5	78	78½
	Feed wheat	60¼	60¼
	3rd	97½	97½
	2nd	1 01¼	1 01¾
	3 C.W. oats	41¾	43
	Ex. 1 feed oats	44⅜	44½
May 10th	1st	1 03	1 04½
	2nd	1 00¾	1 01½
	3rd	97	97¼
	4th	88½	89¼
	5	77½	78½
	6	66	66¼
	Feed wheat	60¼	60¼
	Dried wheat	59¼	59¼
	Heated 3rd	82	83
	Dried 3rd	95	96¼
May 11th	2nd	1 00½	1 01.
	3rd	97¼	97¾
	4	88¼	89
	5	77¼	78
	6	66	66¼
	Feed wheat	60¼	60¼
	3 C.W. oats	42	42½
	Dried 5	75¾	77¼
May 13th	2nd	1 00½	1 01¼
	3rd	97	97
	4	88	88¾
	5	77	77¾
	6	66	66
	Feed	60	60
	Tf. 4	81	81
	Heated 4	72½	75
	Tf. 5	71	71
	2 C.W. oats	48½	49
	Tf. 2nd	88¾	91
	Tf. 3rd	88¾	89
	Tf. 4	80¾	81
	Tf. 5	70¾	71
May 14th	2nd	1 00¼	1 01⅜
	3rd	96¾	97
	4	87½	88
	5	76½	76½
	6	65½	65½
	Feed	60	60
	Rej. ¼	77½	78
	Rej. ⅖	66½	67½
May 15th	1st	1 02	1 03⅞
	2nd	99¾	1 00⅞
	3rd	96	96½
	4th	87	87
	5	75½	75½
	6	65	65
	Feed	60	60
	2 C.W. oats	47¼	48
	2 feed oats	41½	42¼
May 16th	1st	1 01½	1 03¼
	2nd	99½	1 00¼
	3rd	95½	95¾
	4	86¼	86¼
	5	74	74
	6	64½	64½
	Feed	59¼	59
May 17	2nd	99¼	1 00½
	3rd	95¾	96¼
	4th	86½	86½
	5	73¾	74¼
	6	64½	64½

APPENDIX—*Continued.*

Date.	Grade.	Duluth.	Ft. William and Pt. Arthur.
		Price.	Price.
May 17th	Feed	59	59
	Tf. 6	55½	55½
	Dried 6	63	63½
May 18th	1st	1 01½	1 03⅝
	2nd	99½	1 00⅝
	3rd	96	96¼
	4	86¼	86½
	5	73½	75
	6	64	64¼
	Feed	59	59
May 20th	1st	1 01¼	1 03¼
	2nd	99¼	1 00¼
	3rd	95¾	95½
	4	85¾	86
	5	73	73
	6	63	63
May 21st	2nd	99	1 00½
	3rd	95¾	96
	4	86¼	86¼
	5	73¼	73¾
	6	63¼	63¼
	Feed	57½	57½
	Dried feed	56	56½
	1 feed oats	42¾	42¾
	3 C.W. oats	41	41
May 22nd	2nd	1 00	1 01¾
	3rd	96¾	97⅛
	4	87	87¼
	5	74	75
	6	64	64
	Feed	58	58
	Dried 4th	85½	86
May 23rd	2nd	1 00¼	1 01⅝
	3rd	97	97
	4th	87¾	87¾
	5	75	75
	6	64	64
	Feed	58½	58¾
	Dried 4	86½	86¾
May 25th	2nd	1 00	1 01⅜
	3rd	96¾	97
	4	87½	87½
	5	74¾	75
	6	64	64
	Feed	58½	59
May 27th	2nd	1 00	1 01
	3rd	96½	96½
	4	87¼	87¼
	5	74¾	74¾
	6	63¾	63¾
	Feed	58	59
	Dried 5	73½	73¾
	Dried 4	86	86¼
May 28th	2nd	1 00	1 01¼
	3rd	96½	96¾
	4	87	87
	5	74½	74¼
	6	63½	63½
	Feed	58	59
	Tf. 6	55	55
	Dried feed	56½	58
May 29th	2nd	99½	1 01
	3rd	96	96½
	4th	86½	86½
	5	74	74
	6	63	63
	Feed	57½	57½

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APPENDIX—*Concluded.*

Date.	Grade.	Duluth.	Ft. William and Pt. Arthur.
		Price.	Price.
May 30th	2nd	99¾	1 01¼
	3rd	96½	96¾
	4th	86	86¼
	5	73½	73½
	6	62½	62½
	Feed	57	59
May 31st	3rd	96¼	96¾
June 1st	2nd	99¼	1 00¾
	3rd	95¾	96½
	4	85	85
	5	71	71
	6	60	60¼
	Feed	55	56
June 3rd	2nd	1 00¼	1 01¾
	3rd	96	97¼
	4	85½	86
	5	71½½	71½
	6	60½	61¼
	Feed	55	56
	1 fd. oats	41¼	42
June 4th	1 fd. oats	41½	42¼
	2nd	1 00½	1 01¾
	6	60½	61½
	Feed wheat	55	56
June 5th	3rd	97	97¼
June 8th	3rd	98	99
	4	87½	88
	5	73	73¾
	6	62	63
	Feed	56	58
June 10th	2nd	1 02	1 03¾
	3rd	99	99½
	4	87½	88¼
	5	73	74½
	6	62½	63¾
	Feed	56½	58½
June 11th	3rd	99	99¾
	6	63	64
June 12th	Feed wheat	57	58½
June 14th	2nd	1 02¼	1 04
	3 C. W. oats	42	42¾
	No. 5	74	75
June 15th	3rd rej. a/c seeds	86	92¼
	4th rej. a/c seeds	75	81
June 17th	2nd	1 02	1 04¼
	3rd	98¾	1 01
June 19th	2nd	1 01¾	1 04¼
June 20th	Feed wheat	55¾	56½
June 21st	6	63½	64½
June 22nd	Tf. 5	63½	64½
June 26th	1 fd. oats	41½	43
June 27th	No. 5	75	76½
	Feed wheat	54	56¾
July 5th	No. 5	70	73
July 11th	3rd	97	1 00
	Dried 3rd	95	99
July 22nd	Dried 1st	95	99
	Dried 2nd	95	98
	Dried 3rd	95	97
	No. 6	54	58½
July 26th	3rd	95¾	99
	2nd	99¾	1 04
July 27th	4th	81	84